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State of Connecticut
PUBLIC DOCUMENT No. 13

1911

59TH ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

TO WHICH ARE ADDED

STATISTICAL TABLES

COMPILED FROM THE

Annual Reports of the Steam Railroad Companies of
the State for the year ended June 30, and
of the Street Railway Companies
for the same period

PRINTED BY ORDER OF THE LEGISLATURE

HARTFORD
PUBLISHED BY THE STATE
1911

PUBLICATION
APPROVED BY
THE BOARD OF CONTROL

12283.

RAILROAD COMMISSIONERS.

RICHARD T. HIGGINS,	Winsted, Conn.
THEODORE B. FORD,	Bridgeport, Conn.
E. J. DOOLITTLE,	Meriden, Conn.
HENRY F. BILLINGS, <i>Clerk.</i>	

PUBLIC UTILITIES COMMISSION.

RICHARD T. HIGGINS,	Winsted, Conn.
THEODORE B. FORD,	Bridgeport, Conn.
JOHN H. HALE,	South Glastonbury, Conn.
HENRY F. BILLINGS, <i>Secretary.</i>	

State of Connecticut.

REPORT.

To His Excellency SIMEON E. BALDWIN, *Governor of Connecticut:*

The Fifty-ninth Annual Report of the Board of Railroad Commissioners of the general conduct and condition of all railroads and street railways in the State, for the year ending June 30, 1911, is herewith submitted, containing statistical tables showing the manner and extent of operation and the financial condition of all railroads and street railway companies and a condensed statement of the official acts and proceedings of the Board down to September 9, 1911, on which date the Railroad Commissioners, as such, went out of office and the office of Railroad Commissioners was superseded by the Public Utilities Commission.

Owing to recent laws creating State supervision over all public service corporations, we will not attempt in this report to make any suggestions for legislative enactment.

On September 9, 1911, we transferred and turned over to the Public Utilities Commission all books, records, and other papers of the Railroad Commissioners.

Our last annual report contained a summary of the annual inspection of steam roads, which was made between September 27, 1910, and October 20, 1910, and as this report closes under date of September 9, 1911, it does not contain a report of the annual inspection for the year 1911, which had not been made.

As it has heretofore been the custom to print a compilation of the railroad laws in connection with the report, we do not deem it advisable to depart from that custom in this, the last or final report of this Board.

The gross operating revenue of the steam railroads for the year included in this report was \$66,495,683.89, an increase of \$1,676,188.77 over the revenue of the previous year and exceeding that of any previous year. Of this revenue, \$3,218,255.01 was derived from the operation of the Central New England Railway, \$1,102,277.25 from the New London Northern Railroad, \$62,153,434.80 from the New York, New Haven and Hartford Railroad and \$21,716.83 from the South Manchester Railroad, all

showing an increase over the revenue of the previous year. The amount of the revenue derived from the passenger service was \$26,769,231.52, being \$1,347,129.03 more than the previous year, and the number of passengers carried 84,678,609 compared with 84,519,264 for the previous year. The amount of revenue received for the transportation of freight was \$33,870,993.46, being \$407,345.06 more than last year, and the number of tons of freight carried was 30,240,369, an increase of 1,154,435 tons over the tonnage of the previous year

State of Connecticut.

Office of the Railroad Commissioners,
Hartford, January 25, 1911.

At a meeting of the Board of Railroad Commissioners held on above date, the following minutes were approved and ordered placed on the records of the Board :

It is with profound sorrow that we learn of the death of our associate, the Hon. William O. Seymour, at his home in Ridgefield, Connecticut, January 24, 1911. Mr. Seymour had been a member of this Board continuously since July, 1887, and was chairman at the time of his death. His faithful application during his many years of service, his familiarity with the duties of his office, and especially in the engineering department, and his ever-willingness to assist and co-operate, made him a most valuable member of the Board, and we, his surviving associates, desire to express and have placed on record our appreciation of his worth and valuable public service.

He was a gentleman of the old school, possessing a noble refinement and courtesy which characterized his every movement, and with all a man of excellent judgment and firm convictions. His superior qualifications rendered his advice and co-operation especially valuable at this time to his associates, who are comparatively new members of the Board.

We feel that in his death the State has lost a valuable servant, this Board a most efficient member, we personally a most lovable friend, and his family a wise and loving benefactor.

A copy of these minutes will be forwarded to Mr. Seymour's family.

Richard T. Higgins,

E. J. Doolittle

Railroad Commissioners.

PROCEEDINGS OF THE BOARD REFERRING TO STEAM RAILROADS.

ELIMINATION OF GRADE CROSSINGS.

TOWN OF WINDSOR.

On November 25, 1910, the New York, New Haven & Hartford Railroad Company presented a petition asking that an order of this board dated July 1, 1910, approving of the plans of said company for the elimination of a grade crossing in the Town of Windsor, known as Kennedy's Crossing, be modified in order to enable the company to construct the bridge carrying the highway over the tracks of the company on a span thirty-three feet in width instead of fifty-nine feet, as originally proposed.

There being no objection to the change on the part of the town, said petition was approved on the same date of hearing.

TOWN OF NEW CANAAN.

On March 28, 1911, The New York, New Haven & Hartford Railroad Company presented its petition asking that certain alterations and changes in the crossings at grade of said petitioner's railroad in the Town of New Canaan known as "Richmond Hill Road" and "Grove Street" be approved.

This petition was heard on April 13, 1911, and on May 8, 1911, the Board issued its finding approving the alterations and changes proposed in the then existing location of the railroad, so as to change the radius of its curves, the width of its layout, the extent of its depot grounds, its slopes and embankments, and to straighten and improve its lines and extend its lines of sight, and to alter its grades and add to the number of its main tracks as proposed and described in said petition and as delineated and shown on certain blueprint plans.

We ordered and determined that the highway known as "Richmond Hill Road" should be carried under the new location and tracks of the Railroad Company by constructing over the highway a railroad bridge having a clear headroom of thirteen and one half feet and a clear space between the abutments of substantially thirty feet; that the highway known as "Grove Street" should be

carried under the new location and tracks of said Company by constructing over said highway a railroad bridge having a clear headroom of thirteen and one half feet and a clear space between the abutments of substantially forty feet.

We also approved of the taking of certain land necessary for making such changes and alterations, and ordered that the cost of all the changes, including the damages to any person whose land was taken and the special damages which the owner of any land adjoining the public highways should sustain by reason of any change in the grade of said highways, be paid by The New York, New Haven and Hartford Railroad Company.

TOWN OF DARIEN.

On March 28, 1911, the New York, New Haven & Hartford Railroad Company presented its petition asking the Board to determine and order alterations and changes in the grade of its line of railroad, known as the New Canaan Branch of its New York Division, and to approve of plans for the elimination of two grade crossings on said branch, known as Camp Avenue and Hoyt Street, in the Town of Darien.

The petition was heard at this office on April 13, 1911, and adjourned until April 27th, when said petition was fully and finally heard.

On May 9, 1911, we issued our finding to the effect that public safety required an alteration in said crossings and ordered and directed that Camp Avenue be carried under the location and tracks of the railroad on the lines of the existing highway and the construction over said highway of a railroad bridge having a clear headroom of twelve feet and a clear space between the abutments of thirty feet, with grades of six per cent. on each approach.

We also ordered and directed said company to construct a new highway fifty feet in width on the westerly side of its railroad, distant therefrom about two hundred feet, from a connection with Camp Avenue; thence running north about four hundred feet and thence north or northeasterly about fourteen hundred feet to a connection with the then present highway westerly of the railroad location. Also that upon the completion of said undercrossing at Camp Avenue and when same was in suitable condition for public use, the crossing at Hoyt Street be discontinued and closed within the limits of the right of way of said company.

We also approved of the taking of certain lands, which, in our opinion, were necessary for the purpose of altering the grade of the railroad and for its slopes and embankments.

We further ordered and determined that the cost of all the changes approved of, including the damages to any person whose land was taken and the special damages which the owner of any land adjoining the public highway should sustain by reason of any change in the grade of said highways, be paid by the New York, New Haven & Hartford Railroad Company.

TOWN OF WINDHAM.

On April 3, 1911, the New York, New Haven & Hartford Railroad Company presented a petition requesting that an order of this Board dated June 24, 1909, approving of certain changes and the elimination of two grade crossings in the Town of Windham on the line of its road and the road of the New London Northern Railroad Company be modified in order to enable said company to alter the grade of a portion of a substituted highway northerly of the railroad location for the purpose of securing better drainage.

This matter was heard on April 19, 1911, at which time the petitioner and the Town of Windham appeared, and on April 27, 1911, we granted the petition of said company.

CHANGE OF LOCATION.

TOWN OF LITCHFIELD.

On January 24, 1911, the New York, New Haven & Hartford Railroad Company presented to this Board its petition asking our approval of a change in the location of its line of railroad formerly of the Naugatuck Railroad Company in the Town of Litchfield, beginning at a certain point south from the passenger station of said company, at East Litchfield and running north about 2350 feet.

The petitioner also requested our approval of plans presented for the elimination of two grade crossings in said town, on the line of the main highway between Waterbury and Winsted, one located about two hundred feet southeasterly of the East Litchfield passenger station of said petitioner and the other about three thousand feet northerly of said station, it being proposed to discontinue and close those portions of the highways which were within the limits of the railroad location, constructing in lieu

thereof a new highway 100 feet in width and about 3,600 feet in length on the easterly side of the railroad location and to construct a branch highway extending westerly from a connection with said proposed new highway at a point just westerly of a crossing over the Naugatuck River extending about 400 feet and crossing the new proposed double track location of the railroad; thence extending southwesterly about 300 feet to a connection with the existing highway on the westerly side of the railroad location and carrying said branch highway over the railroad by means of an overhead highway bridge.

This petition was heard on February 8, 1911, and on February 25, 1911, said petitioner filed a supplemental petition to the effect that it was further proposed to discontinue and close an old highway in the Town of Litchfield which extended southerly along the westerly edge of the Naugatuck River and westerly of the railroad location from its junction with the main highway, which crossed the railroad at grade, just southerly of the East Litchfield station, to its terminus at the "ford" where said old highway formerly crossed the Naugatuck River to its easterly bank.

In said petition it was further proposed to alter the location of the Naugatuck River so that the channel thereof for a distance of approximately 400 feet northerly of highway bridge over said river should be extended easterly about 200 feet.

This matter was further heard on March 8, 1911, and on March 22, 1911, we issued our finding to the effect that in our opinion public safety required an alteration in said crossings at grade, the approaches, method of crossing, location of the highways or crossings, closing of the highway crossings and the substitution of another crossing therefor not at grade and the construction of new highways in connection therewith, and ordered and directed said company to construct a new highway on the easterly side of its location in accordance with plans filed in this office and described in said company's petition.

We further ordered and directed said company to construct a branch highway extending westerly from a connection with said last mentioned new highway at a point just westerly of the proposed crossing place over the Naugatuck River in accordance with the plans of said company, and approved of the alterations and changes in the location of its line of railroad as described; also ordered that said old highway be discontinued and closed, and that said branch highway be carried over the railroad by means of an overhead high-

way bridge, the location of said highway over said new railroad location to be as shown on blueprint map on file in this office and the grade of the approaches to said bridge on the easterly side of said railroad to be 4.7 per cent. and on the westerly side of said railroad 6 per cent., the bridge to be 27 feet in width with a clear headroom of not less than 18 feet above the tracks of said railroad. We further ordered and directed that so much of the existing highways which were within the limits of the railroad location and right of way forming the existing grade crossings, be discontinued and closed when the alterations described in said petition and approved of by this Board were completed and said new highways were in proper condition for public travel.

We further approved the alteration of the location of the Naugatuck River as described in the company's supplemental petition and of the taking of certain lands necessary for the carrying out of the changes proposed, and ordered and directed that all the work incident to said alteration and changes should be performed and the land necessary therefor procured by the petitioner at its own expense including all legal damages incident thereto.

CITY AND TOWN OF NEW HAVEN.

On March 21, 1911, the New York, New Haven & Hartford Railroad Company presented a petition to the effect that the "proper operation of its railroad and public safety and convenience required the alteration of the location of its railroad in the Town of New Haven so as to change the radius of its curves, the width of its layout, the extent of its depot grounds, its slopes and embankments, to straighten and improve its lines and extend its lines of sight, and to add to the number of its main tracks, and for additional tracks, turnouts, and freight, and passenger stations", and that it was necessary to take certain lands situate, lying, and being in said Town of New Haven, together with all the right, title, and interest of any and all owners within certain bounds in and to the streets in front of and adjacent to said lands.

The purpose of this petition was to secure land for the construction of a new passenger station at New Haven.

This petition was heard on March 29, 1911, at which time the petitioner, the City and Town of New Haven, and various property holders appeared and were heard.

On April 17, 1911, we approved the alterations and changes in the location of the line of railroad of said company for the pur-

poses named, found it necessary that said company should acquire certain land in said town and prescribed the limits within which land might be taken, together with all the right, title, and interest of any and all property owners within the bounds described in the petition of said company in and to the streets in front of and adjacent to said lands.

On April 6, 1911, the New York, New Haven & Hartford Railroad Company presented a further petition in the above matter stating that in connection with the changes and alterations desired to be made it was proposed to discontinue certain highways within the Highway District of the City of New Haven, located in the Town of New Haven, to wit: "all of those portions of Columbus Avenue, State, Meadow, Portsea, Carlisle, West Water, Putnam and Spring Streets, lying southerly or easterly of the southerly or easterly line of New Union Avenue; also all of Union Avenue," and praying that we approve of the changes and alterations described and order the discontinuance and closing of said highways for the purposes set forth in said petition.

This petition was heard on April 11, 1911, and on April 18, 1911, we approved of said changes and alterations as being necessary for the proper operation of said railroad and public convenience and necessity, and decreed and determined that all of those portions of the highways described in said petition and as more particularly delineated and shown on blueprint maps on file in this office, be discontinued and closed.

TOWN OF NEWTOWN.

On March 31, 1911, The New York, New Haven & Hartford Railroad Company presented a petition asking an approval of certain alterations and changes proposed in the location of the railroads formerly of the Housatonic and New England Railroad Companies, in the Town of Newtown, from Hawleyville to North Newtown and from Hawleyville to Botsford, said changes and alterations necessitating the crossing of the highway known as Brennan's Road, just southerly of and parallel with the existing double track location of said Housatonic Railroad. In said change it was proposed to construct a railroad bridge over said highway as an extension southerly of an existing railroad bridge, with a width between abutments of twenty-four feet and a clearance of at least thirteen feet.

The petition was heard on April 19, 1911, when said petitioner appeared and was heard. Under date of April 26, 1911, we approved of the alterations and changes proposed in the petition of said company and ordered and directed that all of said alterations and changes be made by the petitioner and the cost and expenses of same, including damages to any person adjoining those portions of the highway to be changed in grade, and special damages which the owner of any land adjoining said highway should sustain by reason of any change in the grade of said highway, be paid by said petitioner.

TOWNS OF PORTLAND, CHATHAM, COLCHESTER, HEBRON,
LEBANON, AND COLUMBIA.

On April 17, 1911, the New York, New Haven & Hartford Railroad Company presented a petition to this Board asking for the approval of certain alterations and changes in the location of portions of a line of railroad owned and operated by it and known as the Boston & New York Air Line Railroad, and passing through the Towns of Portland, Chatham, Colchester, Hebron, Lebanon and Columbia, for the purpose of changing the radius of the curves, the width of its layout, the extent of its depot grounds, its slopes and embankments, to straighten and improve its lines and extend its lines of sight, to add to the number of its main tracks and make other changes made necessary in a work of the character described in said petition.

In connection with the reconstruction of said line of railroad on the proposed altered location, the work involved the elimination of twenty-three (23) grade crossings located in the various towns above referred to, the abandonment of certain stations and the relocation of same, the changing of location of a portion of the water course known as Dickinson Creek, about one thousand (1000) feet in length, one hundred and seventy-five (175) feet easterly of its location where it passed under the tracks of said railroad at Lyman's Viaduct, so called, and a change in the location of a portion of Ten Mile River, so called, about three hundred (300) feet in length, and fifty (50) feet westerly of its original location; to raise certain bridges carrying highways over the railroad, and also the taking of certain lands in connection with the changes above enumerated.

The petition was heard on May 3, 1911, when we found that the order of notice for hearing had been duly served and complied

with and that reasonable notice of said petition and of the time and place of hearing thereon had been given to the petitioner, to the persons interested in the lands proposed to be taken, to the municipalities in which the several crossings proposed to be changed were situated, and to the owners of land adjoining certain crossings and adjoining those portions of the several highways to be changed in grade, and said petitioner and other parties appeared and were heard, and the hearing was continued from time to time until July 6, 1911, when the matter was fully and finally heard. During the various hearings the plans were modified upon suggestion or agreement of interested parties.

It appeared to this Board that the changes asked for in said petition, and as more particularly delineated and shown upon seventy-five sheets of a blueprint plan, as modified, numbered one to seventy-five, inclusive, were required for the safety and convenience of the public and for the proper operation of said railroad, and under date of July 7, 1911, we issued our finding to the effect that we deemed it necessary for the purposes above stated that all of said alterations and changes be made, that the lands desired to be taken were necessary to accomplish said changes, and therefore approved of said alterations and changes as described in said petition and as shown on said blueprint plans and of the taking of certain lands.

We further ordered that all the alterations and changes determined and decreed should be made by the New York, New Haven & Hartford Railroad Company and the cost and expense of all said changes and alterations, including the damages to any person whose land was to be taken and the special damages which the owner of any land adjoining the public highways should sustain by reason of any change in the grade of said highways, be paid by the New York, New Haven & Hartford Railroad Company.

TOWNS OF HAWLEYVILLE, BOTSFORD, AND NORTH NEWTOWN.

On August 2, 1911, the New York, New Haven & Hartford Railroad Company presented a petition to this Board asking for a modification of an order of the Board dated May 28, 1910, in respect to certain changes in the line of railroad formerly of the Housatonic Railroad Company from Hawleyville to Botsford, and in the line of railroad formerly of the New England Railroad Company from Hawleyville to North Newtown, whereby two highways forming the grade crossings known as "The Tunnel Crossings,"

one east and the other west of "The Tunnel," so called, in the Town of Newtown, were to be discontinued and closed within the limits of the location of the railroads named and within the limits of new property lines to be acquired by said company; also the construction of a new highway twenty feet in width in lieu thereof, intermediate of the then existing highways, at a point about four hundred feet west of the crossing east of said tunnel and about 1.58 miles east of the Hawleyville station, the said new highway to be carried over the new location and tracks of the railroad by a highway bridge twenty feet in width and having a clear headroom of twenty-two feet.

In said petition said Company proposed to construct a bridge in the line of the said new highway over the new location and tracks of said railroad, with a clearance of twenty-seven feet, and construct said new highway with a grade substantially as shown on a blueprint map filed with said petition of August 2, 1911.

This petition was heard on September 7, 1911, and there being no objection to the modifications as petitioned for, a finding was issued on September 8, 1911, granting said petition.

PROTECTION AT GRADE CROSSINGS.

TOWN OF NEW MILFORD.

Discontinuance of Electric Bell.

On July 25, 1910, a communication, signed by the Selectmen of the Town of New Milford, was presented to the board complaining that the electric bell installed by the New York, New Haven & Hartford Railroad Company at a crossing in said Town had become a nuisance by reason of its operation at times when the crossing was not being used by the railroad.

This matter was assigned for hearing at this office on August 5, 1910, and adjourned until December 14, 1910, for the purpose of allowing the railroad company to suggest a method by which the nuisance might be abated.

A hearing in the matter was held at New Milford on the above date, at which time it was again suggested by the officials of the railroad company that if the matter could be held in abeyance until a future date, it was hoped that some satisfactory arrangement by the railroad company might be put into effect. The matter was, therefore, continued until January 18, 1911. The railroad company, failed, however to change or improve the conditions, and upon

receipt of a further communication from said town, a finding was issued on January 25, 1911, as follows:

"The Commissioners find that said electric bell was installed without the direction or approval of the Railroad Commissioners, and is located within a switching zone where freight trains are permitted to remain within the electric circuit of said bell for considerable periods of time, causing said bell to ring continuously while trains remain within said circuit, more or less to the annoyance of the residents of that neighborhood, and defeating the protective signal service for which said bell was installed.

"The bell was installed by the railroad company for the commendable purpose of warning the traveling public, but owing to its continuous ringing at times when trains are not actually on, or about to cross said highway, it fails to serve the purpose of a danger signal.

"We are of opinion that said bell as installed is of little or no practical use as a danger signal for the traveling public on said highway, and therefore order said railroad company to discontinue the further use of said bell from and after the first day of February, A. D., 1911."

TOWN OF NEW MILFORD.

On May 26, 1911, the Selectmen of the Town of New Milford presented a petition asking that the hours for the operation of gates at the first crossing south of the passenger station of the New York, New Haven & Hartford Railroad Company in said town be extended to include all trains passing over said crossing daily.

This petition was heard at this office on June 27th, at which time the petitioner and the railroad company appeared and were fully heard.

On July 12, 1911, we issued our finding to the effect that, owing to the close proximity of the crossing in question to the station of said company, at which all trains must of necessity pass at a reduced rate of speed and the limited number of trains and amount of traffic as compared with grade crossings at other points where similar provisions and safeguards are provided, we were of the opinion that public safety did not require the continuous operation of gates as requested in said petition. Owing to the possible change in the schedule of trains, however, we ordered and directed that said gates be operated on all week days until the arrival at New Milford station of the last passenger train in the evening.

We recommended also that the company strictly enforce its rules prohibiting the switching of trains across said highway.

Under date of September 7, 1911, after a further consideration of the conditions existing at the crossing in question and after a conference and with acquiescence of the railroad company, we modified and amended the above order, so that said order as amended read as follows:

"We order and direct that said gates be operated on all week days from 6:30 o'clock A. M. until the passage over said crossing by the last scheduled passenger train in the evening, and that said gates be operated on all Sundays from 8.00 o'clock A. M. until the passage of the last scheduled passenger train over said crossing in the evening."

TOWN OF ORANGE.

On November 5, 1910, the Selectmen of the Town of Orange presented a petition to this Commission requesting that gates or electric signals, or the furnishing of a flagman, be provided at grade crossings in said Town located and described as crossings at Orange Station, Dogman's Crossing, Malone Crossing, and the First, Second and Third Crossings East of Tyler City Station.

This petition was heard at the Passenger Station of the New York, New Haven and Hartford Railroad Company at Orange on November 30, 1910, and on December 9, 1910, we issued a finding requiring the Railroad Company to station a flagman at the crossing known as the "Orange Station Crossing" for all express or other trains not stopping at Orange Station, and that conspicuous signs be erected on either side of the crossing to the effect that a flagman was on duty for express and through trains only.

This requirement with reference to this particular crossing was thought sufficient in view of the fact that all other trains made a station stop which relieved to a very great extent the danger at this crossing.

With reference to the other five crossings referred to in the petition it was found that the amount of travel over same was very limited, that the view of the said crossings was fairly open and unobstructed, that the conditions existing at these particular crossings were not more dangerous than those incident to any railroad crossing at grade, and we did not feel warranted therefore in passing any positive order pertaining to same.

TOWN OF PLAINFIELD.

On January 7, 1911, the Town of Plainfield presented a petition to this Board requesting that gates or some other means of pro-

tection be provided at two crossings located about three hundred feet southerly and westerly, respectively, of the passenger station in said town, one crossing being on the line of railroad connecting Willimantic and Providence, and the other on the line connecting Central Village and Taftville.

This petition was heard at Plainfield on February 4, 1911.

The crossing referred to as being on the line of road "connecting Central Village and Taftville" had been protected by a flagman under an order of this board dated October 31, 1902, the hours of duty being from six A. M. to 7 P. M., daily, Sundays excepted.

On February 8, 1911, we issued a finding to the effect, that since the date of the order above referred to that portion of the line of railroad had been electrified and the number of Sunday trains increased to such an extent that in our opinion public safety required the service of a flagman during the same hours mentioned in the order of 1902 during Sundays as well as week days, and an order to that effect was issued.

We also recommended the installation of an electric light at the southerly end of the station platform near said crossing, as an additional means of safety and protection.

In reference to the crossing referred to as being on the line of road between Providence and Willimantic we found as follows:

. . . . "that the line of sight is somewhat obstructed by embankments on both sides of the track westerly and northerly of the highway, but owing to the moderate amount of travel on the highway, the limited number of trains daily, and the slow rate of speed at which trains pass over this crossing in approaching or leaving said station, we are of opinion that public safety would be subserved (for the present), by requiring, and we do hereby require and order said railroad company to cause all trains to pass over said crossing at such a rate of speed as at all times to be under such complete control as to be able to avert a collision with the traffic upon said highway, using ordinary care; which can be done without material loss of time to the train service by reason of the close proximity to said station and to a crossing at grade of the tracks of another railroad just easterly of said station, where trains are required to come to a stop."

"This ruling is made without prejudice to any future petition to, or order by, this Board pertaining to said crossing."

CITY OF HARTFORD.

A resolution passed by the Common Council of the City of Hartford and dated June 12, 1911, was presented to the Board asking that gates protecting a crossing of the tracks of the New York, New Haven & Hartford Railroad Company at Hamilton Street in said City, be operated daily until midnight.

This resolution was heard on June 28, 1911, when representatives of the City of Hartford and the railroad company appeared and were heard.

Under date of July 31 we issued a finding to the effect that the testimony presented at the hearing showed that the crossing was used to a very much greater extent at later hours than was provided for in an order establishing gates at the crossing, issued by the board in 1897, and which order required the gates to be operated from 6:30 o'clock A. M. to 6:30 o'clock P. M.

In the opinion of the board the petition was one which should be granted, and we therefore amended the original order and required that said gates be operated daily between the hours of 6:30 o'clock A. M. and twelve o'clock midnight.

SIDETRACKS ACROSS HIGHWAYS.

CITY OF WATERBURY.

West Liberty Street.

On January 13, 1911, upon petition of the Mayor of the City of Waterbury dated December 8, 1910, we approved of the construction, maintenance and operation of two spur tracks leading from the Naugatuck Division of the New York, New Haven & Hartford Railroad Company in said Waterbury, across West Liberty Street to the property of John McElligott, the usual provisions being made for the limitation of speed of trains and protection by flagman when said crossing was being so used.

TOWN OF BETHEL.

On January 23, 1911, the Selectmen of the Town of Bethel presented their petition requesting that an order of this Board dated May 20, 1909, allowing the maintenance and operation as spurtracks of a line of railroad formerly known as the Bethel Branch of the New York, New Haven & Hartford Railroad Company, across certain highways in said Town between Bethel and Hawleyville, be rescinded. The spurtracks referred to were those

leading to certain industries and had been in existence for a considerable length of time. The history of previous proceedings before this Board with reference to the portion of railroad above referred to is as follows:

On June 18, 1908, the New York, New Haven & Hartford Railroad Company petitioned the Board for authority to eliminate twelve grade crossings in the Town of Bethel between the points above mentioned by the discontinuance of its line of railroad. This petition was granted under date of July 25, 1908, with the understanding that if it should appear to the Town of Bethel at a later date, important that the spurtracks leading to said industries from the line of railroad authorized to be abandoned should be allowed to remain, a petition from said Town to this Board would be considered.

On May 10, 1909, therefore, the Selectmen of said Town petitioned the Board asking for an order authorizing the maintenance and operation as a commercial spurtrack, of the line of railroad above referred to, they having been assured by certain of the industries previously accommodated, that the amount of business proposed to be done by said industries justified them in asking for the maintenance of said spurtracks. Under date of May 20, 1909, we granted the petition of said Selectmen, and authorized the New York, New Haven & Hartford Railroad Company to maintain and operate said tracks as spurtracks, with the usual restrictions as to speed and maintenance of a flagman. It appeared about ten months later, however, that these industries were not successful in their attempts to create a business sufficient to warrant the continuance of said spurtracks and the Selectmen, therefore, thought it for the best interests of the Town to ask for the discontinuance of same, which was done by a petition dated January 23, 1911.

We therefore granted said petition in a finding dated March 9, 1911, and gave our reasons therefor in part, as follows:

"At the hearing before the Board held at this office on March 1, 1911, on petition of the Town of Bethel, now under consideration, asking that the use of said spurtracks for switching purposes be discontinued, it appeared that the only persons or corporations using or accommodated by said spurtracks during the past year were the Judd-Andrews Hat Company, Inc., which company waived any objection to the granting of the petition, and the Bridgeport Wood Finishing Company, which company has recently discontinued its business along the line of said road. The only persons

or corporations opposing said petition were the Bethel & Redding Lime Company and the Plumtrees Lime Company. It also appeared that the former company's plant had been operated to a very limited extent, had made no shipments over this railroad since January, 1910, and that the Plumtrees Lime Company is not now, and has not for years, been in operation, though it was stated by a representative of the company that it contemplated resuming business within a short time.

"The petition was supported by the Selectmen and borough officials, and by a petition signed by a large number of the business men of Bethel. The railroad company appeared and took a neutral position.

"Said spurtracks cross at grade a number of principal highways (as enumerated below) in the business section of Bethel and run practically in the highway in front of the Town Hall and Congregational Church, a fact which was emphasized by the petitioners as a very objectional feature of the conditions existing.

"The commissioners do not wish to pass an order which will work an unnecessary hardship upon any legitimate industry. Under the statute in question the Commissioners have the power to prohibit the use of the tracks for switching purposes or pass an order removing tracks already laid. An order prohibiting the use of the tracks for switching purposes would not necessarily remove the same, and if the development of the industries referred to should warrant the rescinding of such order at some future date, the Commissioners would have the power (provided the tracks are not removed), and undoubtedly the present petitioners would be in accord with an arrangement that would accommodate those industries; but in view of the past history, we feel that the burden is upon such industries to show their actual, and not their prospective necessity.

"Having complied with the provisions of the statute above quoted, and after careful consideration, we find that public convenience requires, and we do therefore order and direct the New York, New Haven & Hartford Railroad Company to discontinue after June 1, 1911, the use for switching purposes, of the line of railroad designated in said petition and formerly known as the Bethel Branch, between Bethel and Hawleyville, from a point on the main track of the line of railroad formerly of the Danbury & Norwalk Railroad Company, southerly of the highway known as Greenwood Avenue in the Town of Bethel, thence running northeasterly

about thirty-one thousand four hundred feet to its intersection with the main line of the railroad formerly of the Housatonic Company, at or near the Hawleyville passenger station, and which line of railroad now crosses twelve highways, known locally as Greenwood Avenue Crossing, Weeds Crossing, Plumtrees Crossing, Rockwell Crossing, School House Crossing, Cider Mill Crossing, Booth's Crossing, Grassy Ridge Crossing, Engine House Crossing, Maple Avenue Crossing, Main Street Crossing, and Golden Hill Crossing.

"And we do hereby rescind our order of May 20, 1909, allowing said line of railroad as above described, to be used for said purpose, as petitioned for by said Selectmen of Bethel under date of May 10, 1909."

The matter was again brought to the attention of the Board by a further petition of the Selectmen of said Town of Bethel dated June 19, 1911, acting under instructions of a special town meeting held on June 17, 1911, and which petition requested that the order of the board dated March 9, 1911, discontinuing the use of said tracks be rescinded as it appeared that considerable sums of money were being expended by a certain industry in preparation of renewing operations.

The matter was again carefully considered, at a hearing held on June 27, 1911, at which time no objection to said petition was presented, and under date of July 3, 1911, we again authorized and permitted the New York, New Haven & Hartford Railroad Company to maintain and operate said tracks across the highways heretofore referred to, under such conditions as were required by a previous order dated May 20, 1909.

CITY OF NEW LONDON.

Across Walbach Street.

On March 30, 1911, the New York, New Haven & Hartford Railroad Company petitioned the Board asking for an order permitting it to relocate a portion of a sidetrack, maintained and operated for the movement of freight, across a highway known as Walbach Street in the City of New London.

This petition was heard on April 19, at which time no objection was offered on the part of the City of New London, and on April 24 we issued our approval of the construction, maintenance, and operation of said track in accordance with plan on file in this office.

We also ordered and directed that the speed of all engines, cars or trains while using said track across said highway, should be reduced to a speed not exceeding six miles per hour and that a flagman be stationed at the crossing to give warning to those using said highway of the approach of all engines, cars, or trains.

CITY OF STAMFORD.

Across Jefferson Street.

Under date of March 6, 1911, the Mayor of the City of Stamford presented a petition to this Board, in compliance with Section 3892 of the General Statutes, asking that permission be granted for the onstruction, maintenance and operation of a sidetrack, to be used for switching purposes only, leading from the tracks of the New York, New Haven & Hartford Railroad Company in said City, to the property of the Mianus Motor Works Company, said sidetrack to cross Jefferson Street and "road to the pumping station," so called, at grade.

This petition was heard on March 15, and the location of said proposed sidetrack having previously been visited, and no opposition being presented to the construction of same, a permit under date of March 17 was granted with the usual restrictions as to speed of locomotives, cars or trains while passing over said crossings, and requiring that a flagman be maintained at same when being so used.

ACROSS JEFFERSON STREET.

On April 4, 1911, the Mayor of the City of Stamford presented to this Board a petition asking permission for the construction of a sidetrack for switching purposes only, across Jefferson Street in said City, leading to property of Leonard Blondel, Edward Glazer *et al.*, the Stamford Lumber Company, B. F. Palmer, and the East Branch Dock Company.

This petition was heard on April 19, 1911, and on the same date, there being no objection presented to the construction and operation of said track, the petition of said Mayor was granted with the usual restrictions as to speed of locomotives, cars or trains while passing over said crossing, and requiring that a flagman be maintained at the crossing whenever it was being used.

Across Cherry Street.

On July 10, 1911, the Mayor of the City of Stamford presented a petition to this Board asking authority for the construction,

maintenance, and operation of a sidetrack across Cherry Street in said City, to be used for switching purposes only and for the use of Abraham Spelke *et al.*

This petition was heard on September 7, 1911. Under date of September 8, 1911, we issued a finding to the effect that the petition had received the careful consideration of the Board and that, without reference to the merits of the case, we felt that it was obligatory upon us to deny the same in consequence of a lack of jurisdiction, based upon a recent decision of the Supreme Court in the case of the appeal of the Mayor and Board of Aldermen of the City of Waterbury from the doings of the Railroad Commissioners.

SUFFIELD BRANCH, N. Y., N. H. & H. R. R. CO.

COMPLAINT OF CONDITION, ETC.

On April 11, 1911, the Selectmen of the Town of Suffield presented a general complaint as to the method of operation by the New York, New Haven & Hartford Railroad of a branch of its road known as the Suffield Branch, running from Windsor Locks to Suffield, and requesting that after due hearing and investigation the company be ordered to refrain from running its engines backward over said line while hauling passenger cars; to eliminate the practice of hauling cars loaded with fertilizer in the train hauling the passenger coach; to discontinue the use of a passenger coach lighted by oil lamps or heated by stoves, that proper repairs be made to bridges and culverts, that rails be replaced by modern rails of standard size, that general improvements be made in roadbed, and that such further orders be made as might be deemed reasonable and necessary.

This complaint was brought in consequence of the derailment of the passenger coach used on said branch, and was partially heard on April 20, 1911, and continued to April 28, 1911, on which date the Board, in company with the interested parties, examined the line of road, and further continued the matter to May 10, 1911, at which time the parties were finally heard.

On May 23, 1911, a finding was issued as follows: "This is a short line of railroad, about four miles long, known as the Suffield Branch and is paralleled by a trolley line which carries the majority of passengers between Suffield and Windsor Locks. The passenger traffic on the steam road is very limited and almost entirely confined to the morning and evening trains, which are run

as passenger and not as mixed trains. The midday trains are run as mixed trains carrying both freight and passengers.

"All of the cars on said line, both freight and passenger, are hauled by the same engine. There is no steam plant located at any point along the line whereby the passenger coach could be kept heated by steam while not in actual use and no facilities for furnishing gas for lighting purposes. There is a turn-table located at Suffield which, however, is too small for turning the engines in use on said line. There is also one at Windsor Locks, located, however, on the easterly or opposite side of the main line tracks, which, from its location, makes it impracticable to be used in connection with the Suffield Branch.

"The passenger coach in use on the line is a combination passenger and baggage car heated with a Baker heater and lighted with kerosene lamps. Owing to the existing conditions and the limited amount of passenger traffic on this branch, we find no occasion for ordering a change in the style of the coach, or the manner of lighting and heating the same, but recommend that the coach at all times be kept neat and clean and properly heated and lighted with the system in use.

"The practice of running passenger and freight cars combined, affects, principally, the midday trains when there is but very little passenger traffic. We recommend, however, that the transportation of objectional freight, such as fertilizer, be confined to the following trains, to wit: train No. 814 leaving Windsor Locks at 2:25 in the afternoon, and train No. 803 leaving Suffield at 9:12 in the forenoon, on which trains, as appears from the evidence before the Commissioners, there is practically no passenger traffic.

"It has been the custom on this and other branch roads to run the engine backwards and from the evidence before the Commissioners, considering the service rendered and the limited rate of speed, we do not find any reason for ordering or recommending a change in the mode of operation at this time.

"The bridges and culverts are in fair condition and safe, considering the service rendered, the rate of speed, and the maximum loading of 110,000 pounds prescribed for this line.

"As to the roadbed, rails and ties: the accident described in paragraph 1 of the petition occurred on the 8th day of April, 1911, at which time the roadbed, probably, was in as bad condition as at any time of the year, due in part to the action of the frost and in part to the character of the ballast used. The examination was

made on the 28th day of April, at which time there was some improvement in the condition of the road.

"A number of the ties were more or less decayed and should be replaced but we believe the quota of 1,100 ties assigned for this branch, to be laid this spring, will be sufficient to replace all worthless ties. There are three different weights of rails used on the line, some of which are light, old, and badly worn, and the roadbed, in our opinion should have a better ballast.

"We recommend that all badly worn and unsafe rails be replaced with new ones, and especially for a distance of about 500 feet southerly of Boston Neck Station.

"We also recommend that the track for its entire length be rebalasted with cinder or gravel ballast.

"We expect that these recommendations will be complied with at an early date, and we make our finding in the form of recommendations, rather than a positive and definite order, upon the assurance made by the railroad company, that any recommendations made by the commissioners would be carried out, and believing that these recommendations will be sufficient to cause the railroad company to materially improve the roadbed, rails, and ties where most required and place the road in a satisfactory condition."

On May 29, 1911, by reason of the derailment on said date of an engine which was running backward and hauling a passenger car over said branch, the Selectmen again brought a petition urging that the railroad company be ordered to discontinue the practice of "running the engine backward over said line while engaged in passenger service."

This petition was heard on June 5, 1911, and after a further consideration of the case, we issued a finding dated July 10, 1911, in which reference was made to the one previously issued, and reading in part as follows:

. . . . "Shortly after our finding upon the first petition from said Selectmen, the accident detailed in the present petition occurred. It appears from the evidence in the case that the train had arrived at Windsor Locks from Suffield with the engine running backwards. The forward trucks of the tender went off the rails at a switch in the yard a short distance northerly of the Windsor Locks Station when it was going at a speed of about four miles an hour. Considering the rate of speed of the train and all the circumstances connected with this accident the Board

is of opinion that the derailment was caused by the condition of the switch at the time, and was not due to the fact that the engine and tender were running backwards.

"It was claimed by the company that the switch was left partly open, without changing the signal, by reason of a freight train, previous to the accident, backing part way over the switch from the south, and that when the passenger train from the north struck the switch it was open enough to catch the flange of the wheel on the tender and cause the derailment.

"As stated before, we are of opinion that the condition of the switch was the cause of the derailment, but if the theory of the company is correct that the switch was left in an imperfect condition after backing a freight train over it and that the switch was of such mechanism that it might have remained partly open, then we feel that the condition should have been discovered and the accident avoided by proper precaution on the part of the company.

"As to the question of running the engine backwards we find no reason in the present case to change the views expressed in the previous finding.

"If it is dangerous to run an engine backwards, and public safety requires a mandatory order compelling the company to run its engine forwards, then such order should be general, and apply to all roads and branch roads in Connecticut where the engines are now operated backwards.

"The Board does not feel warranted from the evidence in this case in finding that public safety requires such a general order.

"Based upon the evidence in this case and for the reasons herein given, the motion is denied."

CITY OF HARTFORD.

OVERHEAD BRIDGES.

At Edwards Street.

On May 8, 1911, the Mayor of the City of Hartford presented a petition asking for the construction of a new bridge over the tracks of the Central New England Railway Company on Edwards Street in said City, and for an apportionment of the cost thereof in accordance with the statutes provided in such cases.

This petition was assigned for hearing on June 5, 1911, and postponed from time to time until July 31, when the railroad company appeared and presented plans of a new bridge which were acceptable to the petitioner.

Under date of August 1, we issued our finding approving of the plans, which included a change in the grade of the approaches to the bridge, and decreed that it was equitable, and therefore ordered that the City of Hartford should pay one half and the railroad company one half of the expense of said new bridge, including the change in grade and any land or special damages connected therewith.

AT WOODLAND STREET.

At Woodland Street.

On May 8, 1911, the City of Hartford presented to this Board its petition asking that an order be passed for the construction of a new bridge over the tracks of the Central New England Railway Company at Woodland Street in said City, claiming that the bridge was not of sufficient width to permit the laying of sidewalks, that on account of the increase in the amount of vehicular traffic, it was dangerous to pedestrians, that the approaches to said bridge were steep and in the winter season dangerous and that the same was unsafe for the passage of fire apparatus and steam rollers.

This petition was heard at this office on June 5 and by agreement was postponed to June 29, when said parties were fully and finally heard. On September 8, 1911, we issued our finding as follows:

"This is a petition brought by the City of Hartford under the provisions of Chapter 260 of the Public Acts of 1907, praying for an order authorizing the construction of a new bridge on Woodland Street in said City, over the tracks of the Central New England Railway Company.

"The present structure is a wooden bridge, having a full clearance width of about twenty-seven feet, is used for both pedestrian and vehicular travel, and was erected or reconstructed by the Railroad Company in 1908.

"The territory lying northerly and easterly of the bridge was, until recently, an undeveloped portion of the City, but during the past few years this section has been quite rapidly developing and public travel over the bridge increasing, and within a comparatively few years public convenience and necessity will undoubtedly require a wider and more substantial bridge with sidewalks.

"One of the principal arguments advanced by the City was the fact that a schoolhouse is located on Albany Avenue, a short distance northerly of said bridge, and many of the children have to cross said bridge going to and from said school; and further claiming that a foot bridge, in connection with the present structure, would not be satisfactory.

"The present structure was reconstructed by the Railroad Company in 1908, after it had been in unsuccessful negotiations with the City, (prior to the enactment of the law under which this petition was brought) to co-operate in building, or contribute towards the building of a more substantial bridge, or such a bridge as the City might require.

"This Board has recently passed an order for the construction of a new steel bridge on Edwards Street in said City, over the tracks of said Company, under the provisions of said Act of 1907.

"The existing bridge over the tracks of said Company on Woodland Street is safe in point of strength for the public travel to which it is at present subjected, and we are of opinion that the present convenience and necessity of the public, or the safe and suitable operation of said railroad, does not necessitate a change in or the reconstruction of said highway and bridge at this time.

"It is, therefore,

"ORDERED, that said petition be denied, without prejudice, however, to a future petition which may be warranted by an increasing use of said highway."

TAKING OF LAND.

TOWN OF GUILFORD.

On June 7, 1911, The New York, New Haven & Hartford Railroad Company presented a petition to this Board, to the effect that it was necessary for the uses and purposes of said Company, and for public necessity and convenience, and for additional tracks, turnouts, freight and passenger stations, and to widen and extend its depot grounds, to take a certain parcel of land in the Town of Guilford, belonging to Edward Long.

This petition was heard on June 28, 1911, when said parties appeared and were fully heard. Under date of July 3, 1911, we issued our finding approving of the taking of such land as was described in said petition and shown on a blueprint plan on file in this office, said land being necessary, in our opinion, for the uses and purposes of said railroad and for public convenience and necessity.

DRAWBRIDGE.

APPROVAL OF INTERLOCKING DEVICES AND DERAILING SWITCHES AT MIDDLETOWN DRAWBRIDGE.

Under date of July 17, 1911, upon petition of the New York, New Haven & Hartford Railroad Company for the approval of interlocking devices and derailing switches proposed to be used in

connection with the operation of the drawbridge over the Connecticut River at Middletown and to enable the operation of trains across said bridge without first coming to a stop, we issued our approval of said devices, being of the opinion that the drawbridge might be crossed, consistent with public safety, by all trains without first coming to a stop, provided that the speed of trains be reduced after passing the distant signals and before passing the home signals, to a speed not exceeding twenty-five miles per hour.

FOOT GUARD.

APPROVAL OF STANDARD TYPE.

Under date of May 12, 1911, and upon petition of the New York, New Haven & Hartford Railroad Company, we approved of a standard type of foot guard blocking for frogs and switches for use on the lines of said company as shown on blueprint plans on file in this office.

FACILITIES FOR LOADING AND UNLOADING LIVE STOCK AT NEW MILFORD STATION.

On the 23 day of May, 1911, the Selectmen and a number of shippers of the Town of New Milford presented a petition to the Board asking that adequate facilities be provided by the New York, New Haven & Hartford Railroad Company at its station in New Milford for the loading and unloading of live stock, claiming that suitable platforms or any conveniences for shipping or receiving live stock were not provided at said station.

This petition was heard at this office on June 27, at which time the petitioners and representatives of the railroad company appeared and were heard.

The testimony presented showed that adequate facilities were not provided; it also appeared that the railroad company contemplated the providing of suitable facilities, and the board, therefore, under date of July 12, issued a finding to the effect that it assumed that the statement made by the railroad company was correct and that it intended to provide such facilities as would meet the requirements of the petitioners.

In order to avoid unnecessary delay and the possibility of a re-hearing of the matter, however, we ordered and directed said company to erect a station platform with proper and convenient

runway and enclosure suitable for shipping and receiving live stock at said station on or before the first day of September, 1911.

FENCES.

TOWN OF NEW HARTFORD.

Under date of July 17, 1911, upon request of the executor of the Estate of Warren H. Drake for the erection of a fence dividing the property of said estate from that of the New York, New Haven & Hartford Railroad Company in the town of New Hartford, we ordered and directed under authority of Section 3734 of the General Statutes, said company to erect such fence within fifteen days from the date of said order, the same to be one hundred feet in length, more or less, to be not less than four and one half feet high and constructed of twisted wire with five strands, or netted wire, fastened to good and substantial posts set not more than twelve feet apart or of not less than four boards of not less than eight feet apart.

TOWN OF DARIEN.

On July 17, 1911, upon request of F. W. Austin, of the Town of Darien, we ordered and directed the New York, New Haven & Hartford Railroad Company to repair, within fifteen days, the fences on either side of its tracks where they run along the property of said Austin. The repairs to be made with twisted wire with five strands, or with netted wire.

NUMBER OF BRAKEMEN ON TRAINS.

On February 14, 1911, the Railroad Brotherhood's Joint Railroad Legislative Committee of Connecticut, presented a petition to this Board reading as follows:

"To the Honorable Board of Railroad Commissioners,

"State of Connecticut.

"Gentlemen:

"The undersigned respectfully petition you for a hearing to consider the application of Section 3799, General Statutes, and Sec. 219 Public Acts, relating to the number of brakemen on passenger and freight trains on the New York, New Haven and Hartford Railroad;

"(a) The application of the permission granted said railroad under date of May 23, 1896, as follows:

'For trains not exceeding five cars two brakemen including the baggage master;

'For trains not exceeding ten cars three brakemen including the baggage master; and for trains not exceeding fifteen cars four brakemen including the baggagemaster.'

to the following trains: numbers 59, 60, 53, and 54 running between East Port Chester, Conn. and Thompsonville, Conn. over the tracks of said railroad; numbers 256 and 257 between Waterbury and Winsted, Conn.; number 1223 between Winsted and Ansonia, Conn.; number 666 between New Haven and New London, Conn., *et al.*;

"(b) And a definite order stating the number of brakemen shall be employed on freight trains and switching engines, within the State of Connecticut.

"Respectfully submitted,

"EZRA C. TERRY, *Chairman*, Order of Railway Telegraphers.

"C. D. MOORE, *Vice Chairman*, Brotherhood of Railroad Trainmen.

"PETER O'HERN, *Secretary*, Brotherhood of Railroad Trainmen.

"BERNARD A. WYNNE, Order of Railway Conductors."

This petition was heard on March 9, 1911, at which hearing the petitioners and the steam railroad companies of the state were fully represented.

On March 16, 1911, after a very careful consideration of the matter we issued the following finding:

"This petition is brought under the provisions of Section 3799 of the Statute regulating the number of brakemen on passenger trains and Chapter 219 of the Public Acts of 1909 pertaining to the number of employees upon freight or passenger trains. Under the provisions of these Statutes the Railroad Commissioners are empowered to make such order changing the number of employees as in their opinion will conserve the public safety and the safety of the employees. The underlying principle upon which any mandatory order passed by the Commissioners pertaining to the manning of trains under the provisions of said Statutes is necessarily based upon the question of the public safety and the

safety of the employees, and incidentally the expense to the companies of maintaining additional men proportionate to the protection afforded.

"The petition is two-fold, first asking for the application of the permission granted by virtue of an order passed by this Board under date of May 23, 1896, as set forth in the petition, to certain designated passenger trains; and second, for a definite order stating the number of brakemen that shall be employed on freight trains and switching engines within the State of Connecticut."

The first pertains to passenger trains and involves an interpretation of said order passed in 1896. In construing this order the phraseology seems to be entirely clear, as for example, where it states, "two brakemen including the baggage master," it means one brakeman and the baggage master, who should act and do duty as a combination baggage master and brakeman. An oral request or suggestion was made by the petitioners, not, however, incorporated or appearing in their written petition, that said order passed by this Board in May, 1896, should be revoked or modified to conform with present conditions.

There may be certain unexpected emergencies when the travel is heavy and cars for the convenience of the public may have to be added without an opportunity to supply the full quota of trainmen, as designated; but on holidays and previously advertised special events the railroad company should anticipate heavier travel and provide the necessary employees for the increased number of cars.

Since the installation of air brakes the duties of brakemen on passenger trains have become very largely those of porter and flagman, and as applicable to the safety of the public and the employees are those of flagmen to protect the front and rear of the train. The petitioners submitted the following as a satisfactory complement of brakemen on passenger trains:

1.—"Trains consisting of two (2) or less cars, one (1) brakeman."

2.—"Trains consisting of three (3) cars and not more than six (6), two (2) brakemen."

3.—"Trains consisting of more than six (6) cars, three (3) brakemen."

and further providing that baggagemen shall not be understood as brakemen, and shall not perform the duties of flagman. The

order now in force, counting the baggage master as a brakeman, requires as large a complement of brakemen for passenger trains as the proposition submitted.

There was no suggestion or evidence introduced before us but what the baggage master had in fact performed the duties ordinarily pertaining to a brakeman. The porter service, or service of trainmen at some of the larger depot platforms on the arrival and departure of passenger trains, might be improved for the convenience of the traveling public, and in some instances, notably passenger trains numbers 256 and 257 between Winsted and Bridgeport, on and around holidays, the strict terms of the order referred to have not been complied with.

We have given this matter careful consideration and from the facts submitted we can see no occasion at this time to make any change in the order now in force.

Second. As to the number of employees on freight trains, there was absolutely no evidence introduced showing that either the public safety or the safety of the employees was not being conserved under the present rule or system adopted by the railroad companies, and no evidence tending to show that an additional man would increase that safety.

Where a certain specified duty can be performed by one man, or a certain number of men, a more efficient performance of that duty will result with the necessary quota than by adding to the number and dividing the responsibility. The use of air brakes, the block signal system installed on the main lines, the patent couplers and other improved railroad operating devices, have taken the place and removed the necessity of as large train crews as formerly.

The railroad companies are familiar with the requirements, and are vitally interested in the sufficient manning and successful movement of freight trains which should entitle them to some discretion as to the number of trainmen employed on different trains and in different localities, unless and until it appears that the public safety or the safety of the employees is endangered and not being conserved under the companies' rule, and that freight commerce was being unnecessarily delayed by reason of the lack of an adequate train crew. To compel the railroad companies to employ unnecessary men would, in our opinion, be an unjustifiable hardship.

For the reasons herein stated the petition is denied.

ACCIDENTS.

The accidents from the operation of steam roads within the State of Connecticut during the past year have been as follows:

	Injured.	Fatal.	Not Fatal.
Passengers,	139	1	138
Employees,	453	30	423
Trespassers,	120	79	41
Others,	51	19	32
Total,	763	129	634

The total casualties shown by the foregoing statement were 763, compared with 600 for the preceding year, 163 more than the number then reported, and the number of fatalities 129, being 3 more than last year.

PASSENGERS.

The number of passengers injured is reported as 139, compared with 66 for the previous year (an increase of 73), of which number one was killed. Twelve passengers were injured on the Central New England Railway, 11 in collisions and one jumping on or off trains. Seventeen were injured on the New London Northern Railroad, 14 in collisions, two in derailments and one from other causes. One hundred and eight were injured on The New York, New Haven & Hartford Railroad, of which number one was killed. Sixty-nine were injured in collisions, 15 in jumping on or off trains, locomotives or cars, three in derailments, eight in falling from trains, locomotives or cars, and twelve from other causes.

EMPLOYEES.

The total number of employees injured was 453, which is 89 more than last year, and of the total number injured, 30 were killed, 6 more than last year. Of the total number injured, 38 are reported as happening on the Central New England Railway, 32 on the New London Northern Railroad, and 383 on the New York, New Haven & Hartford Railroad. On the Central New England Railway, one was killed, by being struck by locomotives or cars, one was injured coupling or uncoupling, four in collisions, one in falling from train, locomotives or cars, five jumping on or off trains, locomotives or cars, and 26 from other causes. On the New London Northern Railroad four trainmen were injured in collisions, one in derailments, nine falling from trains, locomotives or cars, three jumping on or off trains, one by overhead obstruction, and one from other causes. Nine stationmen were injured

handling traffic, and four other employees from other causes. On the New York, New Haven & Hartford Railroad 151 trainmen were injured, 17 of whom were killed from the following causes: One killed and 14 injured coupling and uncoupling, 4 killed and 27 injured in collisions, 6 in derailments, two in parting trains, two killed and 28 injured falling from trains, locomotives or cars, two killed and nine injured jumping on or off trains, locomotives or cars, five killed and eight injured by being struck by trains, locomotives or cars, two killed and eleven injured by overhead obstructions, and one killed and 29 injured by other causes not named. One switchman, five trackmen and one other employee were struck by trains and killed. These are the principal casualties resulting from the movement of trains, locomotives or cars. Three were killed and 199 injured from causes other than from the movement of trains, locomotives or cars.

TRESPASSERS.

The number of persons injured, classified as trespassers, was 120; five on the Central New England, none on the New London Northern, and 115 on the New York, New Haven & Hartford, 79 of whom were killed.

INJURED AT GRADE CROSSINGS.

Twenty-six persons were injured at highway crossings, fourteen fatally, one more than last year.

The number of grade crossings in the State is 819.

FINANCIAL STATEMENT OF THE OPERATIONS OF THE STEAM RAILROADS FOR THE YEAR ENDING JUNE 30, 1911.

CAPITAL STOCK.

The total capital stock outstanding of the various companies reporting to us on the date named above was \$197,322,100.00, which is \$34,781,075.00 in excess of last year; that of the New York, New Haven & Hartford Railroad Company having increased \$34,781,075.00.

FUNDED DEBT.

The South Manchester Railroad Company has no funded debt. The six remaining companies have a debt amounting to \$231,371,200.00, divided as follows: Central New England Railway Company, \$12,317,000.00; Hartford & Connecticut Western R. R. Co.,

\$700,000.00; New Haven & Northampton Co., \$3,100,000.00; New London Northern R. R. Co., \$1,500,000.00; New York, New Haven & Hartford R. R. Co., \$212,554,200.00 (composed of mortgage bonds and debentures), and Norwich & Worcester R. R. Co., \$1,200,000.00.

For a detailed account of the miscellaneous obligations of the New York, New Haven & Hartford Railroad Company see report of said company, pages 257-259.

WORKING LIABILITIES.

The total working liabilities of the companies are reported to be \$37,223,491.53, divided among the various companies as follows: Central New England Ry. Co., \$773,088.65; Hartford & Connecticut Western R. R. Co., \$228,536.70; New Haven & Northampton Co., \$876.42; New London Northern R. R. Co., \$68,947.15; New York, New Haven & Hartford R. R. Co., \$36,047,839.06; Norwich & Worcester R. R. Co., \$63,649.00; and the South Manchester R. R. Co., \$40,554.55. The total amount of stock, funded debt, and working liabilities of the companies is \$465,916,791.53.

PROPERTY INVESTMENT, SECURITIES, OTHER INVESTMENTS AND WORKING ASSETS.

The accounts of the companies under the above heading amount to \$474,032,847.26, comprising the following items: Cost of road, \$159,486,880.28; cost of equipment, \$64,280,187.96; general expenditures, \$361,739.55; floating equipment, street railways and other properties, \$6,353,047.41; stocks owned, \$107,824,716.85; miscellaneous, \$31,055,696.68; other investments, \$75,668,357.57; cash, \$29,002,220.96; other assets, \$55,624,771.81.

GROSS OPERATING REVENUES.

The gross operating revenues for the year were \$66,495,683.89, compared with \$64,819,495.12 for the previous year, an increase of \$1,676,188.77. The revenue derived from the passenger service was \$26,769,231.52, and from freight \$33,870,993.46; the balance, \$5,855,458.91, being earnings from other sources. Gross operating revenues per mile of road operated were \$27,213.73, and per train mile \$2.59262.

OPERATING EXPENSES.

The total operating expenses for the year were \$43,731,697.23, being \$2,398,658.16 more than for the preceding year. The per-

centage of operating expenses to gross earnings was 57.16. The operating expenses per mile of road operated were \$17,897.40, and per mile run \$1.70506.

NET OPERATING REVENUES.

The net operating revenues of the Central New England Railway Co. were \$1,319,539.89; of the New London Northern R. R. Co. \$192,026.93; of the New York, New Haven & Hartford R. R. Co., \$21,254,802.17; and the South Manchester Railroad Co. had a deficit of \$2,382.33, making a total of \$22,763,986.66; a decrease of \$722,469.39 over the previous year, and were \$8,257.51 per mile of road operated and 0.71865 per mile run.

TAXES.

The amount of taxes paid by the companies was \$3,787,334.24, which is \$333,222.55 less than the amount paid last year. The amount paid is 5.69 per cent. of the gross operating revenues. The amount paid to the State of Connecticut for the fiscal year, as reported by the State Treasurer, was \$1,157,534.64.

DIVIDENDS.

The amount paid in dividends was \$12,913,792.00, as compared with \$10,291,827.00 for the previous year.

INTEREST.

The amount of interest paid by the companies was \$10,581,391.47 as follows: Central New England Railway Company, \$521,094.86; Hartford & Connecticut Western Railroad Company, \$31,500.00; New Haven & Northampton Co., \$17,500.00; New London Northern Railroad Company, \$60,000; New York, New Haven & Hartford Railroad Company, \$9,903,296.61; Norwich & Worcester Railroad Company, \$48,000.00.

PASSENGERS CARRIED AND PASSENGER REVENUE.

The number of passengers carried earning revenue was 84,678,609, being 159,345 more than the number carried last year. The number of passengers carried by the street railways during the same period was 166,202,184. The average length of each passenger trip was 18.38 miles, the amount received per passenger \$.31612 and the receipts per passenger per mile \$.01719. The passenger revenue was \$26,769,231.52, being \$1,347,128.83 more than that of the preceding year, and the passenger service train revenue \$30,907,188.22, being \$1,172,387.02 in excess of last year.

The passenger service train revenue per mile of road operated was \$12,648.94 and per train mile \$1.80609.

FREIGHT CARRIED AND FREIGHT REVENUE.

The freight carried during the year was 30,240,369 tons, being 1,154,435 tons more than the amount carried last year, with an average haul of 82.29 miles. The freight revenue was \$33,870,993.46, being \$407,345.06 in excess of the amount reported last year. The receipts per ton of freight handled were \$1.12005, and the average per ton per mile .01361. The freight revenue per mile of road was \$13,861.89, and per train mile \$3.87106.

TRAIN MILEAGE.

The mileage of passenger trains earning revenue was 16,858,639, being 444,533 miles more than for the preceding year, and of freight trains earning revenue, 8,495,698 miles, being 265,886 miles more than last year. The mileage of mixed trains earning revenue was 254,094, of special trains 39,617, and of non-revenue trains 1,408,648 miles. The total revenue mileage was 25,648,048, and the total mileage of all trains 27,056,696.

LENGTH OF ROADS.

Total length of main line and branches included in this report is 2,392.04 miles; the length of second or double track, 801.72 miles; third track, 95.81 miles; fourth track, 94.35 miles; fifth track, 8.90 miles; sixth track, 8.90 miles; sidings, 1,556.02 miles; total of single track, 4,957.74 miles. That portion of the above mileage within the State of Connecticut is as follows: Main line and branches, 1,001.03 miles; second track, 297.01 miles; third track 47.91 miles; fourth track, 47.85 miles; sidings, 624.22 miles; total single track 2,018.02.

MAINTENANCE OF WAY AND STRUCTURES.

The amount expended for maintenance of way and structures has been \$7,737,436.18, being \$94,315.21 less than the amount expended for this purpose last year, amounting to \$3,166.59 per mile operated and \$.302 per mile run.

MAINTENANCE OF EQUIPMENT.

The cost of the maintenance of equipment has been \$7,525,235.44, being \$734,917.66 in excess of the expenditures for that purpose the preceding year, amounting to \$3,079.74 per mile operated and \$.293 per mile run.

MILEAGE.

A statement of the total mileage of tracks of each of the four operating roads included in this report is herewith presented. The portion of this mileage within the State of Connecticut is given on page 311.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

First track	1,995.51
Second track,	777.02
Third track,	95.81
Fourth track,	94.35
Fifth track,	8.90
Sixth track,	8.90
Trackage rights,	125.45
Sidings,	1,414.19

Total, all tracks,	4,520.13
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CENTRAL NEW ENGLAND RAILWAY.

First track,	271.63
Second track,	24.70
Trackage rights,	3.50
Line operated under contract,	1.65
Sidings,	98.75

Total, all tracks,	400.23
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NEW LONDON NORTHERN RAILROAD, OPERATED BY THE CENTRAL VERMONT RAILWAY.

First track,	121.00
Sidings,	49.40

Total, all tracks,	170.40
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SOUTH MANCHESTER RAILROAD.

First track,	2.25
Sidings,	3.45

Total, all tracks,	5.70
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Grand total, single track and sidings of all lines including trackage rights,	5,096.46
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The results of the operation of all the steam roads for the year ending June 30, 1911, are given here for convenient reference, although elsewhere stated under their proper heads.

Gross operating revenues,	\$66,495,683.89
Operating expenses,	43,731,697.23
Net operating revenues,	22,763,986.66

Freight revenue,	33,870,993.46	
Passenger revenue,	26,769,231.52	
Passenger service train revenue,	30,907,188.22	
Earnings from other sources,	5,855,458.91	
Expended for maintenance of way and structures,	7,737,436.18	
Expended for maintenance of equipment,	7,525,235.44	
Number of new ties laid,		6,987,125
Tons of new steel rails laid, entire lines,		24,929
Total number of employees, including general officers,		34,767
Compensation of same,	26,857,562.29	
Number employed in maintenance of way and structures,		8,207
Amount paid for their service,	5,067,818.73	
Passengers carried,		84,678,609
Tons of freight carried,		30,240,369
Passengers injured,		138
Passengers killed,		1
Employees injured,		423
Employees killed,		30
Injured at grade crossings,		22
Killed at grade crossings,		14
Number of grade crossings,		819
Tons of coal consumed,		1,979,229
Taxes,	3,787,334.24	
Taxes paid State of Connecticut,	1,157,534.64	

PROCEEDINGS OF THE BOARD CONCERNING STREET RAILWAYS.

APPROVAL OF METHOD OF CONSTRUCTION.

CITY OF NEW BRITAIN.

On November 15, 1910, The Connecticut Company presented its petition asking for an approval by this Board of its proposed method of construction on North Stanley Street, New Britain.

This petition was heard on December 7, 1910, and under date of December 13, 1910, said Company having filed in this office the approval of said construction by said City so far as the location of the tracks in the highway and the center line of grade thereof was concerned, we approved of said construction as petitioned for by said company.

TOWN OF NORWALK.

On November 15, 1910, the Connecticut Company presented a petition asking for an approval of its proposed method of con-

struction of an electric railway line on Wilson Avenue, in the Town of Norwalk, beginning at a point on a line of track of said company already constructed about one hundred feet easterly of the intersection of a spur track leading to the Standard Oil Company's plant. Request was also made for an approval of the proposed electrification of one track of the steam railroad line in the Town of Norwalk, running to Wilson's Point.

The petition was heard on December 7, 1910, and on the following day we approved of the construction of the line of electric railway in Wilson Avenue, but found that the request for an approval of the electrification of the steam railroad line was not properly before the board as the statutes allow any steam railroad company to electrify its road without first submitting specifications therefor to this board. The only provision affecting the jurisdiction of this commission being that, before said electrified line shall be operated, a certificate be issued that it is in a "suitable and safe condition for operation."

TOWNS OF NORTH BRANFORD AND EAST HAVEN.

On December 20, 1910, the Shore Line Electric Railway Company presented its petition asking that its proposed method of construction in the Towns of North Branford and East Haven be approved, notwithstanding that a petition of like character, dated March 24, 1910, had been refused by us in a finding dated June 30, 1910, on the ground that we had previously approved the layout of The Branford Steam Railroad Company on a layout covering a portion of that asked for by the electric railway company. In our opinion the provisions of Section 3862 of the General Statutes restrained us from granting the petition of the electric railway company, as said section prohibits the crossing a grade of a steam railroad by an electric, cable, or horse railway.

The hearing on the above matter was heard on February 3, 1911, and a finding on the subject issued under date of February 21st, as follows:

"And now after careful consideration and upon notice given and hearing had, we find that the Damascus Railroad Company, by amendment to its charter in 1907, was given the special privilege, contrary to the general law, of constructing its railroad across highways at grade in the Towns of Branford, North Branford and Guilford, excepting the main Guilford highway; and the stock of

this company and its special charter privileges were subsequently acquired and are now owned by The Branford Steam Railroad Company by virtue of an amendment to the charter of the last mentioned company, granted in 1909."

"On March 21, 1910, The Branford Steam Railroad Company petitioned this Board for approval of its proposed layout, which contemplated crossing a certain highway in said Town of North Branford at grade."

"On March 24, 1910, The Shore Line Electric Railway Company, possessing charter rights to construct and operate an electric railway on certain highways and across private lands in various towns including said highway mentioned in the Town of North Branford, brought its petition to this Board asking for an approval of the layout of its railway on private land and of its method of construction, which contemplated crossing said proposed layout of The Branford Steam Railroad Company at grade in said highway.

"Subsequently, and while the foregoing petitions were pending, the Selectmen of the Town of North Branford brought a petition to this Board asking for the elimination or restriction of the proposed crossing of said Branford Steam Railroad at grade in said highway in said Town of North Branford.

"On June 30, 1910, the Board rendered its decision on all three of said petitions, as follows:

"The petition of the Branford Steam Railroad Company was granted and an order passed approving its layout including the crossing of said highway at grade according to its charter privileges.

"The petition of the Shore Line Electric Railway Company was denied on the ground that the general law prohibited the construction of an electric railway across the tracks of a steam railroad at grade, and further holding that the Board would not entertain such a petition until there might be a separation of the electric and steam roads in said highway.

"The petition of the Selectmen was denied on the ground that it was prematurely brought, that the Board had no power or jurisdiction to order a different construction than that prescribed by the General Assembly though it might have the right, for cause shown, to eliminate such crossing after the road had been constructed, accepted, and in operation."

"The present petition asking for approval of the method of construction contemplates crossing said Branford Steam Railroad

Company's layout as approved by this Board, at grade in said highway, and presents practically the same conditions as the one denied last June, excepting that it has the express approval of the selectmen of the Town of North Branford.

"We fail to see wherein this approval overcomes the legal objection, and feel that the ruling of the Board on the previous petition applies with equal force to this one, under the provisions of section 3862 of the General Statutes."

"It was claimed in argument in behalf of the petition that until such time as The Branford Steam Railroad Company had actually constructed its road and had the same accepted and in actual operation, this Board would have authority to approve the method of construction of the petitioner's railway across the proposed layout of said steam railroad at grade in said highway, and that until such construction and operation by the steam road, there was, in fact, no crossing at the point in question.

"Said Section 3862 of the Statutes provides that no electric railway shall be constructed across the tracks of any steam railroad at grade.

"The permissive power, at one time vested in the Railroad Commissioners under this statute, was removed in 1895.

"In our opinion the layout of The Branford Steam Railroad Company, under its charter and as approved by this Board within a year, even though the road is not actually constructed, comes within the spirit if not the letter of the provisions of said Statute relating to 'The tracks of any steam railroad,' and even if we had the technical, legal right, and should pass such a limited and conditional order of approval it might later involve serious complications and unnecessary inconvenience and expense.

"This petition is denied solely on the ground that the Board of Railroad Commissioners has no legal power or jurisdiction to approve the construction of the petitioner's railway across The Branford Steam Railroad Company's proposed and approved layout at grade."

CITY OF BRIDGEPORT.

On February 18, 1911, the Connecticut Company presented its petition asking for the approval by this Board of its proposed construction and reconstruction of a line of trolley poles on Broad and Main Streets and Fairfield Avenue, in the City of Bridgeport, said construction or reconstruction to be accomplished by the use of wrought iron tubular poles.

This petition was heard at this office on the 1 day of March 1911, and as said construction or reconstruction was approved of by said City, a finding was issued under date of March 2, granting said petition in accordance with locations shown on certain blueprint maps on file in this office.

On June 14, 1911, a petition was presented by George C. Tilyou, for approval of the proposed method of construction of a line of electric railway on private right of way, from Seaview Avenue in the City of Bridgeport across Steeplechase bridge, so-called, to Steeplechase Island.

A very careful examination was made of the bridge in question by the Engineer of the Board, and recommendations made by him as to the weight of cars to be used in the operation of said line of electric railway over and across said bridge. Upon the acceptance of said recommendations, we approved of the proposed method of construction of said line of railway and ordered and directed that a bulkhead of sufficient strength be constructed at the end of each track on both sides of said bridge. It was further ordered and directed that said line of railway should not be operated until same was examined by a representative of this Board and a certificate issued that same was in suitable and safe condition for operation.

CITY OF BRIDGEPORT AND TOWN OF TRUMBULL.

On May 26, 1911, the Bridgeport & Danbury Electric Railway Company presented its petition asking the approval of the proposed method of construction of said Company's single track line of railway on Main Street in the City of Bridgeport and thence continuing through the Town of Trumbull.

This petition was heard on June 5th, at which time the petitioner and the City of Bridgeport appeared and were fully heard.

On June 5 we issued our finding approving of the construction of said railway line, and ordered that all poles used in the construction of said railway be located on the outside edge of a macadam pavement to be laid by the company and not less than eight feet from the nearest rail of said single track railway of said company.

NORTH BRANFORD AND EAST HAVEN.

On June 8, 1911, the Shore Line Electric Railway Company presented a petition asking for an approval of its proposed construction in the Towns of North Branford and East Haven, which

plans involved a crossing under the tracks of the Branford Steam Railroad Company in the Town of North Branford.

This petition was heard on June 29, 1911, and under date of July 28, we approved of the proposed method of construction of said company. This approval included the under crossing referred to and the bridge carrying the tracks of the Branford Steam Railroad Company, which bridge it was proposed to construct at an elevation in accordance with plans submitted and as set forth in an agreement entered into between The Shore Line Electric Railway Company and The Branford Steam Railroad Company, which agreement necessitated a change in grade of the layout of the latter Company to provide a clearance of sixteen feet at the lowest part of the girders of the bridge to be constructed over the tracks of the Shore Line Electric Railway Company.

CITY OF NEW HAVEN.

On June 8, 1911, the Shore Line Electric Railway Company presented a petition asking for the approval of its proposed method of construction in the City and Town of New Haven.

This petition was heard at this office on the 29 day of June, at which time said petitioner and the city of New Haven appeared and were heard.

Under date of July 25, 1911, we approved of the proposed method of construction of said company as stated in its petition and as shown on certain blueprint plans filed in this office, excepting that instead of allowing the use of wooden poles as specified in said petition, iron poles were ordered to be erected on Ferry Street in the City of New Haven, from a point at the junction of State Street and thence over Middletown Avenue to the Quinnipiac River; and further excepting the approval of the construction of the petitioner's tracks over the highway bridge at Ferry Street, which it was admitted was unsuitable for trolley traffic.

We also approved of plans presented by the petitioner for a bridge at Quinnipiac River and of plans of a standard trestle adopted by said petitioner.

TOWN OF MANCHESTER.

On August 15, 1911, The Connecticut Company filed its petition asking for an approval by the Board of its proposed method of construction of a double track railway in the Town of Manchester leading from Love Lane Junction, so called, to Oleutt Street.

This petition was heard at this office on September 6, 1911, and there being no objection to said petition on the part of the Town of Manchester, the Company having filed in this office approval by the Selectmen of the Town of Manchester, of the location, so far as grades in the highway were concerned, on September 7, 1911, we approved of the construction as proposed in said petition.

TOWN OF EAST HARTFORD.

On August 15, 1911, The Connecticut Company presented a petition asking for the approval of its proposed method of construction of a double track electric street railway line in the Town and Fire District of East Hartford, from "Short Reach," so called, near Burnside Avenue, easterly to a turnout near Woodland Mills.

This petition was heard at this office on September 6, 1911, when the petitioner appeared and was heard. There being no objection to the construction of said railway as petitioned for, we approved of the proposed construction of said Company, under date of September 8, 1911.

CERTIFICATES OF APPROVAL.

CITY OF HARTFORD.

On November 23, 1910, the new double track construction of the Connecticut Company on Broad Street from Capitol Avenue south to New Britain Avenue, the reconstructed first track and newly constructed second track of said company on Pearl Street from Main Street to Ford Street and the reconstructed double tracks of said company on Farmington Avenue from Woodland Street west to Tremont Street all in the City of Hartford, were examined and found in a suitable and safe condition for operation and a certificate issued to that effect.

On December 5, 1910, a certificate of approval was issued of the reconstructed track of the Connecticut Company on the south side of Albany Avenue and the newly constructed track on the north side of said avenue, in the City of Hartford, from a point opposite Lenox Street and running west to Blue Hills Avenue.

CITY OF BRIDGEPORT.

On December 5, 1910, the extension of the Barnum Avenue line of the Connecticut Company from its terminus in the City of

Bridgeport easterly for a distance of 3,300 feet in said City, and 7,700 feet in the Town of Stratford, to a connection with the Shelton line of said company on Main Street in said Town, was examined and found in a suitable and safe condition for operation and a certificate issued to that effect.

TOWNS OF GUILFORD AND BRANFORD.

On December 16, 1910, the section of the newly constructed electric railway line of the Shore Line Electric Railway Company running westerly from Guilford Green, so called, in the Town of Guilford, to a connection with the electric railway line of the Connecticut Company at Stony Creek in the Town of Branford, a distance of about five miles, was inspected and found in a suitable and safe condition for operation, and a certificate issued that same was in a suitable and safe condition for operation.

CITY OF WATERBURY.

On December 19, 1910, a certificate of approval was issued of an extension of the Connecticut Company's electric railway line to Town Plot, so called, in the City of Waterbury, running from the junction of Bank and James Streets through James Street to a junction with Clark Street, through Clark Street crossing Washington Avenue and Bank Street to a junction with Sixth Street, through Sixth Street and Bank Street to a junction with Bank and Highland Avenue, a total distance of 5,120 feet.

Also the approval of the constructed diamond turnout of said company on James Street in said City 665 feet in length.

TOWN OF IVORYTON.

On January 5, 1911, a certificate was issued to the Shore Line Electric Railway Company to the effect that its newly constructed road in Ivoryton from a point connecting with its previously constructed line and running north a distance of about twelve hundred feet to the factory of the Comstock-Cheney Company, in said Ivoryton, had been examined and found in a suitable and safe condition for operation.

APPROVAL OF LOCATION AND TAKING OF LAND.

TOWN OF MIDDLEBURY.

On December 20, 1910, The Connecticut Company presented a petition stating that public safety and convenience required an

alteration in the location of its electric railway line, on private land in the Town of Middlebury, so as to change the radius of its curves, the width of its layout, its slopes and embankments and to straighten and improve its lines and extend its lines of sight, and that for the purpose of said alteration it was necessary to take certain land belonging to Edward E. Stevens.

The petition was heard at this office on December 27, 1910, and on January 4, 1911, we found that public safety and convenience required an alteration in the location of the railway as then constructed, and approved of the construction of said railway on the new location described in said petition and of the taking of such land as was necessary for such construction.

APPEAL OF THE BRIDGEPORT AND DANBURY ELECTRIC RAILWAY CO. FROM THE ACTION OF THE MAYOR AND COMMON COUNCIL OF THE CITY OF BRIDGEPORT.

On March 17, 1911, the Bridgeport & Danbury Electric Railway Company appealed from the action of the Mayor and Court of Common Council of the City of Bridgeport in refusing and neglecting within sixty days from the presentation of plans by said Railway Company to said City for the laying of a single track line of railway on Main Street in said City.

The appeal was heard at this office on March 29, 1911, and adjourned to May 17, 1911, when the petitioner and the City appeared and were fully and finally heard.

At said last mentioned hearing the City submitted the following:

1. "That the tracks of said company, from the terminus of the tracks of The Connecticut Company to the Trumbull line, shall be so located that the center of the dummy track to be now or hereafter laid shall be the center line of the street.

2. "That the said The Bridgeport & Danbury Electric Railway Company shall widen said Main Street, from the terminus of the tracks of The Connecticut Company to the Trumbull line, to the full width of said street as laid out by said city, and that said company, The Bridgeport & Danbury Electric Railway Company, shall bring said Main Street, between said points, to a grade to be given by the city engineer of said city and that said company shall make said street, between said points, suitable and convenient for public travel for its entire width."

3. "That all of said work shall be completed and the tracks of said company on said street, between said points, shall be laid and said company shall have its street railway between said points in said Main Street in operation on or before July 1, 1912."

On May 22, 1911, we issued a finding denying the above request of the City excepting so far as certain portions were included in the following:

"And now on consideration, we do deem it equitable and do order and direct that the Bridgeport & Danbury Electric Railway Company may lay a single line of railway with suitable switches and turnouts on North Main Street in the City of Bridgeport from the Trumbull town line to a connection with the railway of The Connecticut Company as now located on said North Main Street.

"We do further order and direct that the grade of said railway line shall be in accordance with the grade established by the municipal authorities of the City of Bridgeport at a regular meeting of the City Council on Monday, May 15, 1911, and in accordance with plans submitted to this board at a hearing held at this office on Wednesday, May 17, 1911, and to be filed in this office."

"We further order and direct that the center line of said single track be laid five feet easterly of and parallel with the center line of a legally adopted and monumented center line of said North Main Street, except at angle points where the radius of the center line of said track shall not exceed three hundred feet, the object being to allow ten foot centers, so called, for the purpose of double tracking if necessary in the future."

"We order and direct that said company shall lay macadam pavement, acceptable to said City of Bridgeport, on either side of said single track for a distance of not less than eight feet in width."

APPEAL OF THE CONNECTICUT COMPANY FROM DECISION OF THE CITY OF NEW HAVEN.

On March 25, 1911, the Connecticut Company appealed to this Board from the refusal and neglect of the City of New Haven to approve the Company's plans for a double track electric railway on College Street between Chapel and George Streets, on George Street between Factory and Broad Streets, and on George Street easterly from Derby Avenue; also for the installation of a new connecting curve at George and Temple Streets.

This appeal was heard on April 19, 1911, at which time the petitioners and the city appeared, represented by counsel. At said hearing there was no objections offered on the part of the city to the petition of the company, and on April 21, 1911, in a finding of that date we deemed it equitable and therefore accepted and adopted the plan of the company showing the location of its tracks as to the center line of the highways and the grade thereof, as shown on a plan on file in this office and as petitioned for by said company.

APPEAL OF THE CONNECTICUT COMPANY FROM THE
DECISION OF THE MAYOR AND BOARD OF ALDER-
MEN OF THE CITY OF ANSONIA.

On April 25, 1911, the Connecticut Company presented its petition and appeal from the denial and refusal of the Mayor and Board of Aldermen of the City of Ansonia to approve the plans of said company for the double tracking of its electric railway line in Main Street in said city from the city line near Division Street northerly to Liberty Street.

This petition was partially heard on May 10, 1911, and on May 14 the City of Ansonia filed the following motion to dismiss:

MOTION TO DISMISS THE PETITION AND APPEAL OF THE
CONNECTICUT COMPANY.

The City of Ansonia (Appellee) moves that the above entitled petition and appeal be dismissed, because: —

“1. The allegations in said petition and appeal contained are insufficient in law to sustain such petition.

“2. It does not appear from the allegations in said petition and appeal contained that said The Connecticut Company or its lessors have any authority to lay, construct and operate double tracks on Main Street in the City of Ansonia from the ‘town line near Division Street northerly to Liberty Street.’

“3. It does not appear from the allegations in said petition and appeal that Chapter 244 of the Public Acts of 1905 was ever accepted by The Connecticut Company as an amendment to its charter or that it was ever accepted by the lessors of said The Connecticut Company as an amendment to their charters in accordance with or as directed by section 55, Chapter 194 of the Public Acts of 1903, which provides as follows: —

“When any amendment or alteration of the charter of any specially chartered corporation shall be made, if it be not otherwise

specially provided in the resolution making such alteration or amendment, it shall not become operative unless, within six months after its passage, it shall be accepted at a meeting of such corporation warned and held for that purpose, nor unless within said period, an attested copy of said acceptance shall be filed in the office of the Secretary of State, to be recorded by him in a book kept for that purpose; and such acceptance shall make the original charter and all resolutions amending and altering the same subject to amendment, alteration, and repeal at the pleasure of the general assembly. If such amendment shall be made before the acceptance of the original charter, then such amendment may be accepted at the same time such original charter is accepted.

"4. Chapter 244 of the Public Acts of 1905 is inoperative and void because it is a delegation of legislative power to individuals.

"5. The provisions of section 1, Chapter 244 of the public Acts of 1905 purport to give to certain individuals and corporations the exclusive right and privilege to construct and operate railways over certain prescribed highways, routes and public grounds in this state, and is in violation of section 1, Article 1 of the Constitution of this State.

"6. It does not appear from the allegations in said petition and appeal contained that the provisions of section 7, Title 2 of the General Statutes relating to adversary petitions had been complied with by the said The Connecticut Company or by its lessors before the passage of said act and the approval thereof. Said section provides as follows:—

"Every petition to the general assembly of an adversary nature shall be accompanied with a citation to the adverse party to appear on the second day of the session, and be returned to the secretary on or before the first day of said session; but it shall not be heard unless an attested copy of such petition and citation shall have been left with, or at the usual place of abode of, all parties interested and not petitioners, at least twelve days before the day of appearance; provided that where the adverse party resides out of this state, or is absent therefrom, or shall consist of more than twenty individuals it shall be sufficient to give such notice as any judge of the superior court may order. No other petition for action affecting private interests only shall be heard, unless returned to the secretary and docketed by him by the eighth day of the session.

"7. The intent of the legislature as indicated by the title to said act was not to grant to The Connecticut Company or its lessors the right to lay additional tracks in and along the highways, routes, and public grounds, except in those cases only where the right had been already granted to them in their charters or the amendments thereto.

"8. Said Chapter 244 of the Public Acts of 1905 must fail and be found to be inoperative in that portion thereof which is not indicated by the title to said act.

"9. The intent of the legislature construed from the language employed in said act, was not to grant to The Connecticut Company or to its lessors the right to lay additional tracks in and along the highways, routes, and public grounds therein mentioned except in such cases only where such right to lay additional tracks had been already granted to them in their respective charters or the amendments thereto.

"Dated at Ansonia this 13 day of May, 1911.

The City of Ansonia,

By FREDERICK M. MCCARTHY,
Its Attorney."

On the above motion the Board ruled as follows:

"Paragraphs 1, 2, and 3 of the petition set forth the statutes or legal right under which the petitioner claims the relief or privilege sought. It has not been the custom of this Board to require the same technical precision and formality in petitions and other papers filed as might be required in a court of law, and the form of the petition in this case follows the customary form in similar cases before this Board.

"We are of opinion that the petition is sufficiently specific in form, with the burden of proof, upon denial or contest, resting upon the petitioner. It is claimed in the motion that because the petitioner and its grantors failed and neglected to formally accept the provisions of Section 1 of Chapter 244 of the Public Acts of 1905, which permits the laying of more than one track in the highway, as an amendment to its charter under the provisions of Section 55, Chapter 194 of the Public Acts of 1903, it has no rights thereunder, has no right to lay a double track in the street in question, and that, therefore, the petition and appeal should be dismissed.

"In our opinion this claim is not well founded. A general statutory enactment or general law affecting the charter powers of all corporations, or a certain class, may operate as an amendment to the charters of such corporations without an acceptance by the corporations as required by the Act of 1903.

"A failure or neglect of a corporation to formally accept an amendment to its charter made by a Public Act would not relieve the corporation from the duties and obligations imposed upon it by such act, nor should it deprive the corporation of any privileges granted thereby.

"Section 2 of the amendment to the charter of the Consolidated Railway Company, found on page 707 of the Special Laws of 1905, would seem to convey to the petitioner the right to double track independent of the Public Act of 1905.

"We fail to see wherein the question raised by paragraph six of the motion has any application to this case, or to a charter

amendment resulting from a general public act, and we may assume that the Legislature had authority to pass the act in question.

"Possibly the principal question raised by the motion is the claim that Chapter 244 of the Public Acts of 1905 is an unlawful delegation of power and is unconstitutional. This Board, as an administrative and not a judicial tribunal, does not feel called upon or warranted in passing upon the constitutionality of laws enacted by the General Assembly, and feel that we are justified in assuming that all such laws are valid until declared otherwise by a proper judicial tribunal.

"For the reasons herein stated the respondent's motion to dismiss is denied.

"The matter was continued from time to time, and after a very careful consideration of the various questions involved, we issued our finding under date of July 5, 1911, as follows:—

"This is a petition praying for the approval of plans for a double track location in the streets of the City of Ansonia of a through trolley line from New Haven to Waterbury.

"The streets in question, taking into consideration the amount of traffic, are, unfortunately, rather narrow, and in three places hereinafter referred to are too narrow for the location of double tracks under the limitations specified in section 3824 of the General Statutes, as amended, and consequently this Board would have no authority to approve of plans for double tracking those places.

"This petitioner, having a charter right to lay double tracks in the streets in question, subject to the limitations of section 3824 of the General Statutes, as amended, the question before this Board is the approval of the plans submitted, or such modification thereof as may seem advisable, upon such conditions favorable to the City of Ansonia as may be found just; rather than the exercise of a possible discretionary power to deny the petition, based upon local convenience as distinguished from public necessity.

"After notice given and full hearing had as aforesaid this Board approved of the plans submitted and on file in this office, marked: 'The Connecticut Co. Derby Lines. Proposed Double Track. Main St. from Town Line to Liberty Street; Ansonia, Ct. Scale 1"=40'. Feb. 7, 1911. Approved C. C. Elwell, Engineer. 942. Sheet No. 1 of 6 sheets;' 'Sheet No. 2 of 6 sheets;' 'Sheet No. 3 of 6 sheets;' 'Sheet No. 4 of 6 sheets;' 'Sheet No. 5 of 6 sheets;' 'Sheet No. 6 of 6 sheets;' excepting over such portions of said streets as are less than the legal width, and which portions are indicated on said plan on file in this office as follows:

"On Sheet No. 1 between points marked 'A' and 'B', on sheets Nos. 2 and 3 between points marked 'C' and 'D', and sheet No. 6 between points marked 'E' and 'F', all of said points being shown in red ink.

"The approval of said plans as herein specified is made subject to the following conditions, to wit:

"(1) The said Connecticut Company in removing snow from its tracks by plowing shall not allow any snow so removed by plowing to be placed upon any sidewalk or gutter, or in the wrought part of the highway where it obstructs or endangers public travel and on that portion of Main Street from State Street to Division Street the Company shall upon order from the Superintendent of Streets of the City of Ansonia, immediately remove from said street any snow deposited thereon by being plowed from its tracks, such removal to be done to the reasonable satisfaction of the Superintendent of Streets and in case of the failure of said Company to remove said snow upon order from the Superintendent of Streets, The Board of Public Works of the City of Ansonia may remove the same and the expense incurred by it in so doing shall be paid to the City by said Company. Nothing contained in this order shall be construed or held to impose any obligation on the part of the company to remove any snow except that thrown by it on the sides of the highway by its own act in plowing its tracks or in operating its cars in any other manner.

"(2) In making the proposed changes in Main Street in the process of constructing its double tracks thereon the said street shall be restored at the expense of the company and left in as good condition as found, and said street shall be repaved for its entire width in such portions thereof as are now paved, if necessary to leave it in as good condition as found.

"(3) That whenever the tracks are so laid as to change the grade of the street the company shall bring the street to the proper grade to the satisfaction of the Superintendent of Streets.

"(4) The said company shall keep the city safe and harmless from any damages and costs it may have to pay by reason of the change of grade in said highway or any other changes made in said highway by said Connecticut Company in the prosecution of said work.

"(5) All work to be done in widening the highway paving, macadamizing, or changing the same, shall be done to the reasonable satisfaction of The Board of Public Works of The City of Ansonia.

"(6) Also that all water hydrants and catch basins which may be affected by the construction of said double tracks shall be moved and rebuilt by and at the expense of said Company, and to the reasonable acceptance of the Superintendent of Streets of the City of Ansonia."

APPEAL OF THE CONNECTICUT COMPANY FROM THE DECISION OF THE TOWN OF WESTPORT.

On May 20, 1911, the Connecticut Company presented its petition and appeal from the refusal of the Town of Westport to approve and accept plans presented by said company for the construction, operation and maintenance of a turnout, on State Street in said Town.

This petition was heard at this office on July 12, when said petitioner appeared but said town made default of appearance.

Under date of July 18, 1911, we issued our finding to the effect that we deemed it equitable that The Connecticut Company construct, operate and maintain said turnout in accordance with petition to the town and as delineated and shown on plan presented.

APPEAL OF THE CONNECTICUT COMPANY FROM THE DECISION OF THE CITY OF BRIDGEPORT.

On June 6 and July 22, 1911, The Connecticut Company presented its appeals from portions of an approval by the City of Bridgeport of plans presented to said City by said Company to relocate and construct said Company's existing double track railway on portions of Fairfield Avenue from Main Street to Park Avenue, on Noble and East Washington Avenues, from Willow Street and Barnum Avenue, and on Fairfield Avenue from Clinton Avenue to railroad viaduct.

The object of the petition to the City was to reconstruct these lines of tracks on ten foot centers, so called, to which the City objected.

These petitions were heard at this office on July 31, 1911, and, under date of August 10, 1911, we issued a finding approving of the proposed method of construction of said Company in accordance with the petitions and plans on file in this office.

APPEAL OF THE CONNECTICUT COMPANY FROM THE DECISION OF THE CITY OF HARTFORD.

On July 5, 1911, The Connecticut Company presented to the Board its petition and appeal from the decision of the City of Hartford refusing to approve plans submitted for the approval of the location and construction of a cross over connecting said company's double-track railway in Washington Street in said City with its south-bound track, and also for a "branch-off" from its south-bound track and thence running across the westerly side of said Washington Street to the premises of the Company.

This petition was heard on July 24, and by agreement was adjourned until July 31, for the presentation of a modified plan. The necessity for this track was to enable the company to operate cars in and out of a car barn which the company proposed to erect on its property on the westerly side of said Washington Street. There were objections raised on the part of property holders and

the City to the location of the crossover and "branch-off" south of the company's property, as shown on the plans first presented, and the company, therefore, revised its plans by showing the approach north of its property.

On August 1, 1911, in a decree of that date, we approved of the revised plans and ordered and directed that said company pave, with such pavement as might be satisfactory to the Board of Street Commissioners of the City, between and not less than two feet on either side of said "branch-off" track from a point where said track was to connect with the company's south bound track to a point on the westerly line of the sidewalk established by the City on the westerly side of Washington Street.

APPROVAL OF ENGINEERS.

On June 22, 1911, upon application of The Norwich, Colchester & Hartford Traction Company, we approved of Mr. Frank Kromer of Norwich, as an Engineer to certify as to the actual amount expended in the construction of said company's railway, as required by Chapter 149 of the Public Acts of 1905, and on June 29, 1911, upon application of the Groton & Stonington Street Railway Company we approved of Mr. Loren E. Daboll of New London, as Engineer to act in a like capacity for the last named road.

These approvals were secured by the above companies for the purpose of issuing bonds in accordance with the requirements of the chapter above referred to, which reads in part as follows:

" . . . No such company, by virtue of the general authority conferred by this act, shall issue any bonds of a less denomination than one hundred dollars, or have bonds issued under such authority, and without other authority from the General Assembly, outstanding at any one time to a greater amount than one-half the sum which its President, Treasurer, and an Engineer approved by the Railroad Commissioners, shall certify under oath has been actually expended upon its railroad or railway."

MILEAGE OF STREET RAILWAYS.

The mileage of the street railways reported on June 30, 1911, is as follows: Length of road owned, first main track, 813.818 miles; length of second main track owned, 174.753 miles; total length main tracks owned, 988.571 miles; length of sidings and turnouts owned, 44.447 miles; total computed as single track owned, 1,033.018 miles. Total main tracks operated, 1,012.541 miles.

FINANCIAL STATEMENT OF THE OPERATION OF THE STREET RAILWAYS FOR THE YEAR ENDING JUNE 30, 1911.

CAPITAL STOCK.

The entire amount of capital stock representing the 988 miles of street railways owned in Connecticut is \$61,647,800.00. Of this amount \$40,000,000.00 represents the 462 miles owned by the Connecticut Co., \$17,120,100.00 the 231 miles of the Connecticut Railway & Lighting Company, and the balance, \$4,527,700.00, the capital of the 295 miles of the remaining companies.

BONDS ISSUED.

The amount of bonds issued and outstanding as reported by the various companies is \$19,737,000.00, being \$18,953.62 per mile of single track owned.

FLOATING INDEBTEDNESS.

The amount of floating indebtedness on 255 miles of single track owned is \$1,679,529.27, being \$6,575.61 per mile of road covered by such indebtedness. No indebtedness is reported as existing on the Bristol & Plainville Tramway Co., the Connecticut Railway and Lighting Company, the Connecticut Company, or the Providence and Danielson Ry. Co.

CONSTRUCTION AND EQUIPMENT.

The total cost of construction and equipment of the street railways of the state is reported as \$84,439,452.02 amounting to \$85,415.67 per mile of road owned. The cost of construction and equipment per mile of each individual road as reported is shown on page ??.

GROSS EARNINGS.

The gross earnings of the ten operating companies for the year ending June 30, 1911, have been \$8,797,528.63, an increase of \$771,344.58 over the earnings of the previous year. The gross earnings per mile of main track operated were \$9,265.52, per mile run \$0.2699, and per car hour \$2.537.

OPERATING EXPENSES.

The operating expenses were \$6,115,634.62, an increase of \$1,119,896.44 over the expenses of the previous year, and were \$6,440.96 per mile of main track operated, \$0.1876 per mile run and \$1.764 per car hour. The operating expenses were 69.51 per cent. of the gross earnings.

NET EARNINGS.

The net earnings for the year were \$2,681,894.01, a decrease of \$348,551.86 for the previous year. The net earnings per mile of main track operated were \$2,824.56, per mile run \$0.0823 and per car hour \$0.773.

DIVIDENDS.

The amount paid in dividends upon the stock of eight of the companies was \$1,782,854.00.

INTEREST.

The amount paid for interest, not including the sum paid by the New York, New Haven & Hartford Railroad Company upon the obligations of its street railway properties was \$863,280.32.

TAXES.

The amount of taxes paid the state for the fiscal year ending September 30, 1911, was \$401,149.35.

MILES RUN.

The total number of miles run in the operation of the street railways was 32,586,254, an increase of 2,743,520 miles over that of the previous year.

PASSENGERS CARRIED.

The number of fare passengers carried was 166,202,184, an increase of 14,571,093 over the number carried the previous year, compared with 84,678,609 carried by the steam railroads. Passengers carried per mile of main track operated 175,043, the number per mile run 5.24 and per car hour 49.79. The average fare received from revenue passengers was \$0.04947, and the average fare of all passengers including those with transfers, \$0.04187.

EMPLOYEES.

The average number of employees during the year was 5,267 an increase of 317 in the number reported last year.

ACCIDENTS.

The number of persons injured in the operation of the street railways during the past year was 2,059, a decrease of 169 in the number of casualties reported last year. Of this number 57 were killed, eighteen more than were reported for the previous year.

LIST OF ACCIDENTS DURING THE YEAR ENDING JUNE 30, 1911.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	3	753	6	706	9	1459
Employees,	3	80	3	46	6	126
Other Persons, . . .	6	132	36	285	42	417
Total,	12	965	45	1037	57	2002

Comparative statement of the street railway accidents for the past eleven years:

	Killed.	Injured.
1901,	15	240
1902,	15	277
1903,	19	351
1904,	23	360
1905,	28	437
1906,	34	722
1907,	51	1,439
1908,	38	1,527
1909,	39	1,437
1910,	39	2,189
1911,	57	2,002

Respectfully submitted,

Richard T. Higgins,

D. J. Porter

T. B. Ford

Railroad Commissioners.

GRADE CROSSINGS.

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since rail road was built.	For access to stations.	Trespass crossings.
Andover,.....	7	..	2	5	..	..	..	..	..	..
Ansonia,.....	2	1	..	1	1	..	..	..	..	..
Avon,.....	7	..	1	6	..	2	..	..	..	..
Barkhamsted,.....	3	..	..	3	..	..	..	..	..	..
Beacon Falls,...	2	1	1	..	..	..	..	..	..	..
Berlin,.....	11	3	1	7	..	1	1	1	..	..
Bethel,.....	4	..	1	3	1	1	2	1	..	..
Bloomfield,.....	11	..	..	11	..	..	..	..	..	..
Bolton,.....	5	2	..	3	..	1	..	..	..	..
Bozrah,.....	2	..	..	2	..	..	..	..	..	..
Branford,.....	10	5	5	..	..	..	..	..	..	..
Bridgeport, { N. Y., N. H. & H.,	24	1	23	..	..	..	..	..	..	..
{ Hous.,	10	..	3	7	2	3	..	..	..	1
Bristol,.....	16	2	6	8	1	3	1	..	..	1
Brookfield, { Hous.,	5	1	2	2	..	..	..	..	6	..
{ N. E. R. R.,	7	2	2	3	..	..	..	..	..	..
Burlington,.....	2	..	1	1	..	..	..	..	..	..
Canaan,.....	8	..	1	7	..	..	..	..	..	2
Canterbury,.....	1	1	..	..	..	..	..	..	..	..
Canton, { H. & C. W.,	13	1	..	12	..	..	2	..	..	..
{ N. H. & N. H.,	4	1	..	3	..	1	..	..	..	1
Chaplin,.....	1	..	1	..	..	..	..	..	..	..
Chatham,.....	9	2	2	5	..	..	1	..	..	..
Cheshire, { N. H. & N. H.,	10	..	1	9	..	..	..	..	..	..
{ M., M. & W.,	9	3	6	..	..	..	..	1	..	..
Chester,.....	4	..	..	4	..	..	..	..	..	..
Clinton,.....	6	2	3	1	..	..	..	1	..	4
Colchester,.....	6	..	1	5	..	..	..	..	..	..
Columbia, { N. Y. & N. E.,	1	1	..	..	..	..	..	..	..	..
{ B. & N. Y. A. L.,	1	..	..	1	..	..	..	..	..	..
Cornwall,.....	14	1	..	13	..	..	1	..	..	3
Coventry, { N. L. N.,	1	..	..	1	..	..	..	..	..	..
{ N. Y. & N. E.,	3	1	..	2	..	..	..	..	..	..
Cromwell, { H. & C. V. R. R.,	5	..	2	3	..	..	..	..	..	..
{ M., M. & W.,	1	..	..	1	..	..	..	..	..	..
{ N. Y., N. H. & H.,	2	..	..	2	..	..	..	..	..	..
Danbury, { N. Y. & N. E.,	16	2	3	11	5	1	2	..	1	2
{ D. & N.,	4	..	..	4	..	..	..	..	..	..
Darien,.....	7	2	3	2	..	..	1	..	..	..
Derby,.....	2	1	..	1	..	..	..	..	..	..
Durham,.....	1	..	1	..	..	..	..	..	..	..
East Granby,.....	6	3	3	..	..	..	..	..	..	..
East Hartford,.....	8	1	1	6	..	..	..	1	..	..
East Haven,.....	1	1	..	..	..	..	..	..	..	..
East Lyme,.....	1	..	1	..	..	..	..	..	..	..
Totals carried over,.....	273	41	77	155	10	13	11	4	8	14

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Totals brought over,.....	273	41	77	155	10	13	11	4	8	14
East Windsor,.....	10			10						
Ellington,.... { N. L. N.,	1			1						
{ N. Y. & N. E.,	4		1	3						
Enfield, .. { N. Y., N. H. & H.,	4		2	2						
{ N. Y. & N. E.,	9		1	8				1		
Essex,.....	5	1		4						1
Fairfield,.....	11	4	7							
Farmington,.....	12	1	2	9			1			1
Franklin,.....	5			5						
Granby,.....	4	1		3				1		
Greenwich,.....	11	3	8							
Griswold,.....	4	2		2	1					1
Groton,..... { Nor. & Wor.,	4	1	3							1
{ N. Y. P. & B.,	11	3	4	4		2	1			1
Gulford,.....	7	2	3	2		1	1			
Haddam,.....	7	1		6				1		3
Hamden,.....	17	4	5	8				4		
Hampton,.....	9	4	1	4			1			
{ N. Y., N. H. & H.,	14	4	3	7	6					
Hartford, .. { N. Y. & N. E.,	2		1	1	1					
{ H. & C. V. R. R.,	9	1	5	3		1				
{ H. & C. W.,	5	4		1	1					
Hebron,.....	7			7						
Huntington,.....	1	1								
Kent,.....	10	2		8			2		1	1
Killingly,.....	10	1	1	8	2		1			2
Lebanon,.....	7	4		3						
Ledyard,.....	1	1								
Litchfield, ... { Naug. R. R.,	4			4						1
{ S. L. & N. R. R.,	8	1		7					2	
Lisbon,.....	5	1	3	1						
Madison,.....	8	4	4							
Manchester,.....	13	1	3	9	1	2	1	2		
Mansfield,.....	10	1		9						
Meriden,.... { M., M. & W.,	15	6	5	4					1	1
{ N. Y., N. H. & H.,	13	3	2	8	8	8	1	2		1
Middlebury,.....	3		1	2						
Middlefield,.....	8	1	1	6						
{ N. Y., N. H. & H.,	5	1		4				2		
Middletown, .. { M., M. & W.,	4			4						
{ B. & N. Y. A. L.,	12	8	1	3						
{ H. & C. V.,	21		3	18	1	2	9			
Milford,..... { Naug.,	3			3						
{ N. Y., N. H. & H.,	14	6	8							
Totals carried over,.....	620	119	155	346	31	29	29	17	12	28

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M., M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y. P. & B. R. R.	Nor. & Worcester R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
11	7	7	26	29	1	2	...	19	3	38	11	...	...	...	1	...	155
...	1	10	...	...	...	...	...	...	10
...	3	...	...	...	...	...	...	1
...	2	...	...	...	...	...	3
...	8	...	...	...	...	...	...	2
...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	4
...	9	...	...	...	...	...	...	...	...	9
...	3	5	...	...	...	...	...	...	...	5
...	3
...	2	...	...	...	2
...	4	...	...	...	...	4
...	...	6	...	...	...	...	...	8	...	...	...	...	...	...	2	...	2
...	4	...	...	...	...	...	...	6
...	7	...	...	...	...	...	8
...	1	...	...	...	...	...	...	4
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
7	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	8
...	8	...	...	...	...	...	...	...	...	...	...	...	...	8
...	8	...	...	...	8
3	8
...	4
...	7	...	...	7
...	1	...	...	...	...	...	...	1
...	6	...	...	...	...	...	...	9
...	4	...	...	...	9	...	...	...	...	...	...	3	9
...	4
...	8
...	2	...	...	...	...	...	...	2
6	6
...	4
...	4	...	...	...	...	...	...	4	...	...	...	...	4
...	3
...	...	18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	8
...
30	7	38	27	37	9	9	...	39	18	73	32	4	10	7	3	3	346

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Total brought over,.....	620	119	155	346	31	29	29	17	12	28
Monroe,.....	8	...	4	4	...	...	...	...	1	...
Morris,.....	3	...	...	3	...	...	...	...	1	...
Montville,.....	9	1	...	8	...	...	...	...	...	1
Naugatuck,..... { Naug. Div.,	2	...	2	...	...	...	...	...	...	...
{ N. E. R. R.,	3	...	2	1	...	...	...	...	...	1
New Britain, { N. Y., N. H. & H.,	9	2	...	7	6	...	...	...	...	...
{ N. E. R. R.,	12	1	...	11	6	...	1	...	...	...
New Canaan,.....	4	...	1	3	...	...	...	...	...	...
{ N. Y., N. H. & H.,	27	22	1	4	2	2	...	...	...	...
New Haven, { N. H. & D.,	7	7	...	...	...	...	...	...	...	...
{ Shore Line,	6	3	3	...	...	...	...	...	...	...
{ N. H. & N. H. R. R.,	18	8	...	10	3	10	1	7	...	...
New Hartford, { H. & C. W.,	5	...	1	4	...	1	2	...	...	...
{ N. H. & N. H.,	6	...	2	4	...	...	...	...	...	5
Newington, { N. Y., N. H. & H.,	4	1	...	3	1	1	...	...	...	...
{ N. Y. & N. E.,	1	...	...	1	...	...	1	...	...	...
{ N. L. N. R. R.,	8	...	...	8	4	1	...	...	...	2
New London, { Shore Line,	6	2	3	1	...	1	...	...	...	4
{ N. Y. P. & B.,	9	...	2	7	6	4	...	1	...	...
New Milford,.....	21	...	3	18	1	...	1	...	1	3
{ N. Y. & N. E.,	10	2	3	5	...	...	...	...	...	...
Newtown, { Hous.,	14	5	2	7	...	...	...	...	...	2
{ S. L. & N.,	5	...	...	5	...	...	...	...	...	...
Norfolk,.....	8	3	3	2	...	...	...	...	...	...
North Canaan, { H. & C. W.,	12	...	2	10	...	2	...	1	...	1
{ Hous.,	4	...	...	4	1	...	...	...	...	...
North Haven, { N. Y., N. H. & H.,	1	...	...	1	1	...	1	...	...	...
{ B. & N. Y. A. L.,	8	1	1	6	...	...	...	...	...	...
Norwalk, { D. & N.,	16	1	4	11	1	2	2	...	...	1
{ N. Y., N. H. & H.,	10	2	8	...	...	...	...	...	...	...
Norwich, { N. L. N. R. R.,	10	*3	1	6	...	†1	1	...	...	†6
{ N. & W.,	7	4	...	3	...	1	1	...	1	2
Old Lyme,.....	6	4	2	...	...	...	...	...	...	...
Old Saybrook, { Shore Line,	6	3	1	2	1	2	...	...	...	...
{ H. & C. V.,	6	...	...	6	...	...	...	...	...	...
Orange, { N. Y., N. H. & H.,	6	2	4	...	...	...	...	...	...	...
{ N. H. & D.,	18	2	8	8	...	...	...	...	...	...
Oxford,.....	7	2	...	5	...	...	...	...	...	...
Plainfield, { N. E. R. R.,	11	...	...	11	...	...	3	...	...	...
{ N. & W.,	12	...	...	12	2	...	2	...	...	2
Plainville, { N. H. & N. H.,	2	...	...	2	1	2	...	...	...	...
{ N. E. R. R.,	4	1	...	3	...	1	...	...	...	1
Plymouth,.....	7	6	1	...	...	...	...	...	...	1
Pomfret,.....	9	4	2	3	...	...	...	...	...	...
Totals carried over,.....	987	211	221	555	67	60	45	26	16	60

* Norwich. New London Northern R. R. One of these crossings is for foot passengers only, located at Norwich Falls.

† Norwich. Street Railway crosses here.

‡ Norwich. One of these crossings protected by electric bells.

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSING AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y. N. H. & H. R. R.	N. Y. P. & B. R. R.	Nor. & Worces- ter R. R.	S. L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
30	7	33	27	37	9	9	...	39	18	73	32	4	10	7	3	3	346
...	4	...	...	...	...	8	...	...	...	...	3	...	...	4
...	1	...	...	...	...	...	...	3
...	7	...	...	...	...	...	6
...	11	...	...	...	...	...	...	1
...	3	...	...	...	...	...	7
...	4	...	...	...	...	...	11
...	3
...	4
...	10	...	...	...	...	...	...	...	...	...
...	4	...	...	...	...	4	...	...	...	...	...	...	...	...	10
...	4
...	3	...	...	...	...	...	4
...	8	1	...	...	...	...	...	...	3
...	1
...	1	...	6
...	1
...	7
...	18
...	5
...	5
...	7
...	5
...	2
...	10
...	4
...	1
6	1	...	...	...	...	6
...	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...
...	6	...	...	...	...	...	...	...	6
...	3
...	3	...	...	...	...
...	2	...	2
...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
...
...
...	8
...	5
...	11
...	12
...	12	...	...	...	2
...	3
...
...	3
36	18	44	43	70	9	9	8	55	40	113	50	11	25	15	6	3	555

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since rail- road was built.	For access to stations.	Trespass crossings.
Total brought over,.....	987	211	221	555	67	60	45	26	16	60
Portland,.....	9	1	5	3	..	..	..	..	..	..
Prospect,.....	4	1	3	..	..	..	..	..	..	..
Putnam,..... { N. & W. R. R.,	6	1	3	2	1	..	..	..	..	..
{ N. E. R. R.,	8	3	3	2	1	..	..	..	..	..
Redding,.....	7	1	2	4	..	..	..	..	..	..
Ridgefield,.....	13	..	..	13	..	..	..	1	..	1
Rocky Hill,.....	3	..	..	3	..	..	..	..	..	..
Roxbury,.....	5	..	..	5	..	..	..	..	..	..
Salisbury,.....	14	1	4	9	..	..	2	..	..	1
Saybrook,.....	3	..	..	3	..	..	..	..	..	..
Seymour,.....	3	1	2	..	..	..	..	..	..	..
Simsbury, .. { H. & C. W. R. R.,	10	..	2	8	..	2	1	..	..	..
{ N. H. & N. H.,	8	2	1	5	..	..	1	..	..	..
Southbury,..... { N. E. R. R.,	9	1	4	4	..	..	..	..	..	..
{ S. L. & N.,	2	..	2	..	..	..	..	..	..	..
Southington,.....	16	..	..	16	2	2	..	2	1	4
South Windsor,.....	10	..	..	10	..	..	..	..	..	..
Sprague,.....	4	1	..	3	..	..	..	..	..	..
Stafford,.....	11	..	1	10	..	1	2	..	..	4
Stamford,.....	12	2	7	3	..	..	1	..	..	1
Sterling,.....	5	..	1	4	..	..	2	..	1	1
Stonington,.....	13	2	1	10	4	..	4	..	..	1
Stratford,.....	6	1	5	..	..	..	..	..	..	..
Suffield, .. { N. Y., N. H. & H.,	7	..	1	6	..	..	..	..	..	..
{ N. H. & N. H.,	1	..	1	..	..	..	..	..	..	..
{ H. & C. W. R. R.,	4	4	..	..	..	..	..	..	..	..
Thomaston,.....	4	..	..	4	1	..	..	..	..	1
Thompson, ... { N. E. R. R.,	15	5	3	7	..	..	..	..	1	..
{ N. & W. R. R.,	8	1	..	7	..	..	2	..	..	3
Tolland,.....	1	..	..	1	..	..	..	..	..	..
Torrington,.....	12	1	1	10	3	1	1	..	..	1
Trumbull,.....	7	..	..	7	..	..	..	..	..	..
Vernon,.....	17	..	7	10	..	1	1	1	..	..
Wallingford, { B. & N. Y. A. L.,	9	1	1	7	..	..	..	..	..	..
{ N. Y., N. H. & H.,	10	1	1	8	3	3	3	1	..	2
Washington,.....	14	..	..	14	..	..	1	..	3	..
Waterbury, ... { M., M. & W.,	5	4	1	..	..	..	..	..	..	..
{ Naug.,	7	2	3	2	..	..	..	..	..	1
{ N. E. R. R.,	14	..	13	1	..	..	..	..	..	..
Waterford, ... { N. L. N. R. R.,	2	..	..	2	..	..	..	..	..	..
{ Shore L.,	4	1	2	1	..	..	..	..	..	..
Watertown,.....	4	..	2	2	..	..	..	..	..	..
Westbrook,.....	4	3	1	..	..	..	..	..	..	..
West Hartford,.....	3	..	1	2	..	..	..	..	..	1
Totals carried over,	1,320	252	305	763	82	70	66	31	22	82

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M., M. & W. R. R.	Nagatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y. N. H. & H. R. R.	N. Y. P. & B. R. R.	Nor. & Worcester R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
36	18	44	43	70	9	9	8	55	40	113	50	11	25	15	6	3	555
3																	3
																	3
										2			2				2
	4																4
	18																13
		3															3
			9											5			5
		3															9
			8					5									8
																	5
										4							4
								16									16
										10							10
									10	3							3
										4	3						10
												10					3
																	4
												6					10
																	6
						4				7							4
																	7
									1				7				7
						10											1
				7													10
										10							7
7																	10
											8						7
														14			8
																	14
						2											2
										1							1
									2								2
															1		1
																	2
											2						2
																	3
46	35	50	60	77	9	27	8	76	53	154	69	21	34	34	7	3	763

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespaes crossings.
Total brought over,.....	1,320	252	305	763	82	70	66	31	22	82
Westport,.....	11	6	5	.....	.....	.....	.....	.....	.....	.....
Wethersfield,.....	8	.....	.....	8	1	1	.....	.....	.....	.....
Wilton,.....	14	3	.....	11	.....	.....	.....	2	1	.....
Willington,.....	5	.....	.....	5	.....	.....	.....	.....	.....	.....
Winchester,..... { H. & C. W.,	12	1	5	6	1	.....	.....	.....	.....	.....
{ Naug.,	1	.....	.....	1	.....	.....	.....	.....	.....	.....
Windham,.... { N. L. N. R. R.,	7	*1	2	4	.....	2	.....	.....	1	2
{ N. Y. & N. E.,	13	2	4	7	3	1	1	.....	.....	2
Windsor,.....	13	.....	2	11	.....	1	1	.....	1	.....
Windsor Locks,.....	3	.....	.....	3	1	1	1	1	.....	.....
Totals,.....	1,407	265	323	819	88	76	69	34	25	86

* Windham. New London Northern R. R. This is an overhead pass for foot passengers only at Willimantic.

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M., M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y., P. & B. R. R.	Nor. & Worcester R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
46	35	50	60	77	9	27	8	76	53	154	69	21	34	34	7	3	763
...	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	6	...	...	...	...	...	5	...	...	...	...	...	...	...	5
...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	11	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	3
46	46	58	66	77	9	28	8	76	62	161	83	21	34	34	7	3	819

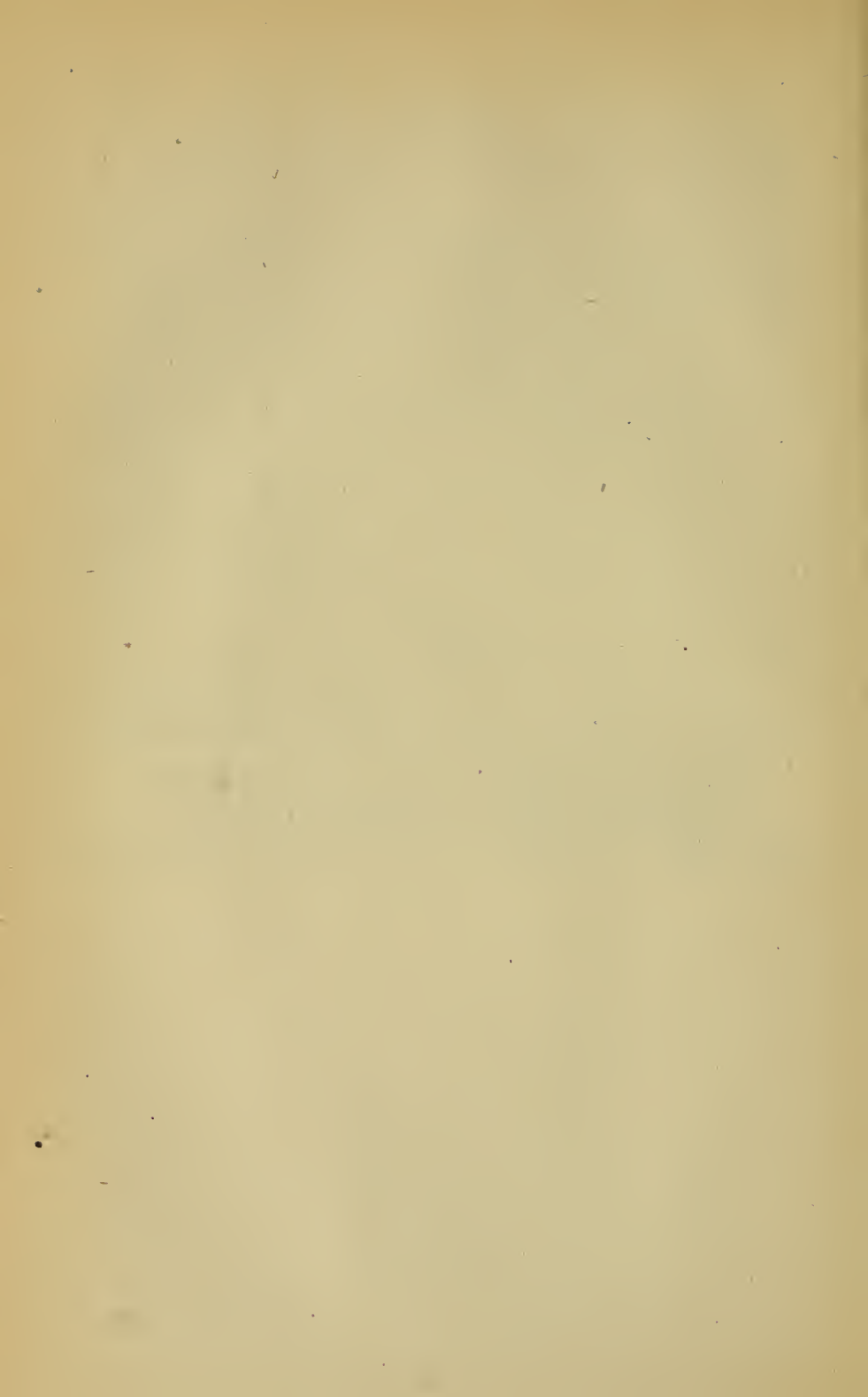
The crossings reported on the N. Y., N. H. & H. R. R. include those on the Stamford & New Canaan R. R., and the Middletown, New Britain and Suffield branches.

The N. E. R. R. includes the Connecticut Central R. R. and Rockville R. R.

The Naugatuck R. R. includes the Watertown & Waterbury R. R.

The B. & N. Y. A. L. R. R. includes the Colchester branch.

The above tables are based upon reports originally made in 1888, and corrected by the railroad companies up to date of this report. Special revision made in 1910.



STATISTICAL TABLES.

TABLE I. — CONTINUED.

Number.	1	2	3	4		5		6		7		8		9		10		11		12						
				NAMES OF ROADS AND BRANCHES. [Branches in <i>Italics</i> .]		LOCATION OF ROAD.		FIFTH TRACK.		SIXTH TRACK.		SIDINGS.		LENGTH OF ROAD, SINGLE TRACK, MILES.		Total.		In Conn.		Total.		In Conn.				
1	Central New England Railway Co., <i>Dutchess County R. R.,</i> <i>Newburgh, Dutchess & Conn.,</i> <i>Fishkill Landing Branch,</i> <i>Poughkeepsie & Eastern Br.,</i> <i>Hartford & Conn. Western R. R. Co.,</i> <i>Springfield Branch,</i> <i>New Haven & Northampton Co.,</i> <i>New Hartford Branch,</i> <i>Williamsburgh</i> <i>Turners Falls</i> <i>Holyoke & Westfield Branch,</i> 4 New London Northern R. R. Co., 5 The N. Y. N. H. & H. R. R. Co., Boston Division, Midland Western <i>Air Line Branch,</i> Shore Line Div., Western Div., " <i>Berkshire Br.,</i> " <i>State Line</i> Shore Line " <i>New Canaan</i> " " <i>Danbury</i> " " <i>Wilson's Pt.</i> " " <i>Ridgefield</i> " " <i>Valley</i> " " <i>Suffield</i> Western " <i>Bridgewater</i> " " <i>Litchfield</i> " " <i>Watertown</i> " " <i>Brookfield</i> " " <i>Wicopee</i> " " <i>Middleton</i> Shore Line " <i>Meriden</i> W. & S. L. " <i>Berlin</i> Providence " <i>Fairbank</i> " <i>Harbor Jct.,</i> " <i>Franklin</i>	1892	1892	Campbell Hall, N. Y. Poughkeepsie Jct., N. Y. State Line, N. Y. Wicopee Jct., N. Y. Boston Corners. Poughkeepsie, N. Y. Hartford, Conn. Tartville, Conn. New Haven, Conn. Farmington, Conn. Northampton, Mass. So. Deerfield, Mass. Westfield, Mass. New London, Conn. Woodlawn Jct., N. Y. Boston, Mass. New Haven, Conn. Cedar Hill Jct., Conn. New Haven, Conn. Van Deusenville Jct., Mass. Naugatuck Jct., Conn. Stamford, Conn. Danbury, Conn. South Norwalk, Conn. Branchville, Conn. Hartford, Conn. Windsor Locks, Conn. Bridgewater, Conn. Hawleyville, Conn. Waterbury, Conn. Brookfield, Conn. Wicopee, N. Y. Berlin, Conn. Westfield, Conn. Berlin, Conn. Berlin, Conn. Auburn, R. I. Valley Falls, R. I.	Silverfalls, N. Y. Hopewell Jct., N. Y. Dutchess Jct., N. Y. Fishkill Ldg., N. Y. Poughkeepsie, N. Y. Rhinecliff, N. Y. Agawan Jct., Mass. Sueburne Jct., Mass. New Hartford, Conn. Williamsburgh, Mass. Turners Falls, Mass. Holyoke, Mass. Brattleboro, Vt. Providence, R. I. Hopewell Jct., N. Y. Willimantic, Conn. Springfield, Mass. Pittsfield, Mass. State Line, Mass. Winsted, Conn. New Canaan, Conn. South Norwalk, Conn. Wilson's Pt. Conn. Ridgefield, Conn. Fenwick, Conn. Suffield, Conn. Boisford, Conn. Litchfield, Conn. Watertown, Conn. Danbury, Conn. Fishkill Ldg., N. Y. Middletown, Conn. Waterbury, Conn. New Britain, Conn. Hope, R. I. Henderson St., R. I. Franklin, Mass.
																						</				

TABLE I. — CONTINUED.

Number	1 NAMES OF ROADS AND BRANCHES. [Branches in <i>Italics</i> .]	2 Chartered.	3 Opened for use.	4 LOCATION OF ROAD.		5 — LENGTH OF MAIN LINE AND BRANCHES.	6 DOUBLE TRACK.		7 THIRD TRACK.		8 FOURTH TRACK.	
				From	To	Total.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
	Providence Div., <i>Pascoag Br.</i>			Dike St., Providence, R. I.	Douglas Jct., Mass.	27.73	....	....	....	....	....	....
	" " <i>Harrisville</i>			Woonsocket, R. I.	Harrisville, R. I.	9.45	....	....	....	....	....	....
	" " <i>Woonsocket</i>			Woonsocket, R. I.	Needham Jct., Mass.	24.77	....	....	....	....	....	....
	" " <i>East Prov.</i>			Providence, R. I.	East Providence, R. I.	1.88	1.88	....	....	....	....	....
	Conn. with B. & P., F. & W. & P. W.			Providence Div., <i>Wickford</i>	East Providence, R. I.	30	.30	....	.11	....	.11	....
	Providence Div., <i>Wickford</i>			Wickford Jct., R. I.	Wickford Ldg., R. I.	3.42	....	....	....	....	....	....
	Boston-Midland Div.,			Franklin Jct., Mass.	Ashland, Mass.	19.78	....	....	....	....	....	....
	South Boston Freight Branch,			Needham Jct., Mass.	Cook Street, Mass.	3.90	....	....	....	....	....	....
	Boston-Midland Div.,			Boston	Branch	1.04	1.04	....	....	....	....	....
	<i>Williamatic</i>			Providence, R. I.	Williamatic, Conn.	57.76	81.96	....	....	....	....	....
	<i>Needham</i>			West Roxb'y, Mass.	Needham, Mass.	4.53	4.53	....	....	....	....	....
	<i>Southbridge</i>			East Thompson, Conn.	So. Bridge, Mass.	17.30	5.35	....	....	....	....	....
	<i>Springfield</i>			East Hartford, Conn.	B. & A. Jct., Spgt., Mass.	23.31	20.17	....	....	....	....	....
	<i>Metrose</i>			Melrose, Conn.	West St., Rockville, Conn.	7.22	7.22	....	....	....	....	....
	<i>Dedham</i>			Dedham Jct., Mass.	Dedham, Mass.	1.53	....	....	....	....	....	....
	Boston-Midland Div.,			Dedham, Mass.	Dorchester, Conn.	2.00	....	....	....	....	....	....
	<i>Colchester</i>			Vernon, Conn.	Rockville, Conn.	3.59	3.59	....	....	....	....	....
	<i>Rockville</i>			Harlem River, N. Y.	New Rochelle, N. Y.	4.80	4.80	....	....	....	....	....
	Leased Lines, <i>Hart. Bk. & Port.</i>			Providence, R. I.	Forester, Mass.	11.17	11.17	....	10.79	....	10.79	....
	Providence & Worcester			Valley Falls, R. I.	East Providence, R. I.	40.90	39.88	....	2.87	....	2.87	....
	" <i>Y. Con. F. & W. — Y. & W. R. R.</i>			Worcester	Newport, R. I.	7.00	5.97	....	....	....	....	....
	Old Colony, Main Line,			Boston, Ft. Channel, Mass.	Somerset Jct., Mass.	0.31	0.31	....	2.41	....	2.39	....
	" " " "			Brintree Highlands, Mass.	Provincetown, Mass.	67.60	46.83	....	2.74	....	2.74	....
	" " " "			Middleboro, Mass.	Whittenton Jct., Mass.	36.31	19.72	....	....	....	....	....
	" " " "			Ramham, Mass.	Kingston, Mass.	85.66	3.38	....	....	....	....	....
	" " " "			Brintree, Mass.	Plymouth, Mass.	32.31	16.61	....	....	....	....	....
	" " " "			So. Braintree, Mass.	Lowell, Mass.	26.04	14.15	....	....	....	....	....
	" " " "			Framingham, Mass.	Fitchburg, Mass.	26.12	4.36	....	....	....	....	....
	" " " "			New Bedford, Mass.	Mattapan, Mass.	91.25	68.53	....	.91	....	....	....
	" " " "			Neponset, Mass.	Stoughton, Mass.	3.30	.30	....	.23	....	....	....
	" " " "			Stoughton Br. Jct., Mass.	Shawmut & Mil'n J., Mass.	1.65	1.65	....	....	....	....	....
	" " " "			Harrison Sq., Mass.	Bridge Iron Works, Ms.	2.38	2.38	....	....	....	....	....
	<i>Dorchester & Milton Branch.</i>			Whitman, Mass.	Westdale, Mass.	6.12	1.23	....	....	....	....	....
	<i>Stoughton</i>			Attleboro, Mass.	Brantree, Mass.	5.41	....	....	....	....	....	....
	<i>Shawmut</i>			Atlantic, Mass.	Hyannis, Mass.	5.05	....	....	....	....	....	....
	<i>Bridgewater</i>			Yarmouth, Mass.	Wood's Hole, Mass.	17.54	....	....	....	....	....	....
	<i>Brookton</i>			Buzzard's Bay, Mass.			....	....	....	....	....	....
	<i>Granite</i>						....	....	....	....	....	....
	<i>Hyannis</i>						....	....	....	....	....	....
	<i>Wood's Hole</i>						....	....	....	....	....	....

TABLE I. — CONTINUED.

1 NAMES OF ROADS AND BRANCHES. [Branches in <i>Italics</i> .]	2 Chartered.	3 Opened for use.	4 LOCATION OF ROAD.		5 LENGTH OF MAIN LINE AND BRANCHES		6 DOUBLE TRACK.		7 THIRD TRACK.		8 FOURTH TRACK.	
			From	To	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
Fairhaven Branch.	Trenton, Mass.	Fairhaven, Mass.	15.17	.....	.....	.....	.....	.....	.....	.....
Hanover "	No. Abington, Mass.	Hanover, Mass.	7.80	.....	.....	.....	.....	.....	.....	.....
Easton "	Matfield, Mass.	.....	7.56	.....	.....	.....	.....	.....	.....	.....
P. & M. R. R. Extension,	Middleboro, Mass.	.....	.42	.....	.....	.....	.....	.....	.....	.....
Middleboro & Taunton Br.	Middleboro, Mass.	M. & T. Jct., Mass.	8.04	.....	.....	.....	.....	.....	.....	.....
Attleboro Branch.	Attleboro Br. Jct., Mass.	.....	8.60	.....	.....	.....	.....	.....	.....	.....
Whittington "	Pratts Jct., Mass.	Whittington, Mass.	8.98	.....	.....	.....	.....	.....	.....	.....
Stirling "	Lancaster Br. Jct., Mass.	Sterling Jct., Mass.	5.03	.....	.....	.....	.....	.....	.....	.....
Lancaster "	Marlboro Jct., Mass.	Lancaster Mills, Mass.	1.03	.....	.....	.....	.....	.....	.....	.....
Marlboro "	So. Framingham, Mass.	Marlboro, Mass.	1.47	.....	.....	.....	.....	.....	.....	.....
Prison "	Walpole Jct., Mass.	Woman's Ref., Mass.	1.03	.....	.....	.....	.....	.....	.....	.....
Wrentham "	No. Attleboro, Mass.	No. Attleboro, Mass.	11.88	.....	.....	.....	.....	.....	.....	.....
Walpole & Dedham "	Walpole Jct., Mass.	Adamsville Jct., Mass.	3.86	.....	.....	.....	.....	.....	.....	.....
Fall River "	New Bedford, Mass.	Norwood Jct., Mass.	5.76	.....	.....	.....	.....	.....	.....	.....
F. R. W. & B. "	Fall River, Mass.	Fall River, Mass.	12.25	.....	.....	.....	.....	.....	.....	.....
Freight Con. Southampton St. to	Boston Div., Mass.	Warren, R. I.	7.95	.....	.....	.....	.....	.....	.....	.....
Nantasket Beach Branch,	Nantasket Jct., Mass.	So. Bay, Boston, Mass.	.43	.....	.....	.....	.....	.....	.....	.....
Boston & Providence, "	Boston, Mass.	Pemberton, Mass.	6.95	.....	.....	.....	.....	.....	.....	.....
India Point "	East Jct., Mass.	Providence, R. I.	41.89	.....	.....	.....	.....	.....	.....	.....
West Roxbury "	Forest Hills, Mass.	India Point, "	8.05	.....	.....	.....	.....	.....	.....	.....
Dedham "	Readville, Mass.	Dedham, Mass.	5.37	.....	.....	.....	.....	.....	.....	.....
Providence & Mid. Div. Con.,	Canton Jct., Mass.	Readville, Mass.	2.47	.....	.....	.....	.....	.....	.....	.....
Stoughton Branch,	India Point, R. I.	Stoughton, Mass.	1.40	.....	.....	.....	.....	.....	.....	.....
Prov., Warren & Bristol,	India Point Branch	Bristol, R. I.	4.05	.....	.....	.....	.....	.....	.....	.....
Chatham Branches,	Harwich, Mass.	.....	14.02	.....	.....	.....	.....	.....	.....	.....
Plymouth & Middleboro,	Plymouth, Mass.	Chatham, Mass.	42	.....	.....	.....	.....	.....	.....	.....
Norwich & Worcester,	Groton, Conn.	Middleboro, Mass.	7.07	.....	.....	.....	.....	.....	.....	.....
"Y", Con. N. & W.—P. & W. R. R.	Worcester	Worcester, Mass.	15.03	.....	.....	.....	.....	.....	.....	.....
South Manchester R. R.,	Manchester, Conn.	.....	70.91	.....	.....	.....	.....	.....	.....	.....
.....	So. Manchester, Conn.	53.16	.....	.....	.....	.....	.....	.....	.....
.....	2.25	.....	.....	.....	.....	.....	.....	.....
Total,	2,392.04	1,001.03	801.72	297.01	95.81	47.91	94.35	47.85

TABLE I. — CONCLUDED.

1 NAMES OF ROADS AND BRANCHES. [Branches in <i>Italics</i> .]	2 Chartered.	3 Opened for use.	4 LOCATION OF ROAD.		9 FIFTH TRACK.		10 SIXTH TRACK.		11 SIDINGS.		12 LENGTH OF ROAD, SINGLE TRACK, MILES.	
			From	To	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
<i>Enniscorthy Branch.</i>	Tremont, Mass.	Fairhaven, Mass.	....	.....	....	.....	1.49	.....	16.66	.....
<i>Enniscorthy</i>	North Abington, Mass.	Hanover, Mass.	....	.....	....	.....	3.17	.....	10.97	.....
<i>Enniscorthy</i>	Marfield, Mass.	Easton, Mass.	....	.....	....	.....	1.04	.....	8.60	.....
<i>P. & M. R. R. Extension, Middleboro & Taunton Br.</i>	Middleboro, Mass.	M. & T. Jct. Mass.	....	.....	....	.....	.....	.....	42	.....
<i>Whitenton</i>	Attleboro Br. Jct., Mass.	Attleboro, Mass.	....	.....	....	.....	1.47	.....	9.51	.....
<i>Sterling</i>	Pratts Jct., Mass.	Whitenton, Mass.	....	.....	....	.....	3.45	.....	12.05	.....
<i>Lancaster</i>	Lancaster Br. Jct., Mass.	Sterling Jct., Mass.	....	.....	....	.....	.....	.....	98	.....
<i>Marlboro</i>	Marlboro Jct., Mass.	Lancaster Mills, Mass.	....	.....	....	.....	1.54	.....	6.57	.....
<i>Wrentham</i>	So. Framingham, Mass.	Marlboro, Mass.	....	.....	....	.....	1.32	.....	2.01	.....
<i>Walpole & Dedham</i>	Walpole Jct., Mass.	Women's Ref., Mass.	....	.....	....	.....	1.54	.....	2.89	.....
<i>F. R. W. & B.</i>	No. Attleboro, Mass.	No. Attleboro, Mass.	....	.....	....	.....	3.95	.....	15.53	.....
<i>Freight Con. Southampton St. to Nantasket Beach Branch.</i>	Walpole Jct., Mass.	Adamsdale Jct., Mass.	....	.....	....	.....	2.61	.....	6.47	.....
<i>Boston & Providence, India Point Branch.</i>	New Bedford, Mass.	Norwood Jct., Mass.	....	.....	....	.....	5.25	.....	11.01	.....
<i>Dedham</i>	Fall River, Mass.	Fall River, Mass.	....	.....	....	.....	4.35	.....	16.50	.....
<i>Stoughton</i>	Fall River, Mass.	Warren, R. I.	....	.....	....	.....	1.27	.....	9.22	.....
<i>Prov. W. & B. (Incl. India Pt. Br.)</i>	Boston Div., Mass.	So. Bay, Boston, Mass.	....	.....	....	.....	.....	.....	1.10	.....
<i>Chatham</i>	Nantasket Jct., Mass.	Pemberton, Mass.	....	.....	....	.....	3.34	.....	17.17	.....
<i>6 Norwich & Worcester, "Y" con. N. & W. & P. & W. R. R.</i>	East Jct., Mass.	Providence, R. I.	....	.....	....	.....	67.78	.....	178.58	.....
<i>7 South Manchester R. R.,</i>	Forest Hills, Mass.	India Point, R. I.	....	.....	....	.....	7.78	.....	15.83	.....
	Readville, Mass.	Dedham, Mass.	....	.....	....	.....	4.48	.....	15.22	.....
	Canton Jct., Mass.	"	....	.....	....	.....	18.40	.....	23.34	.....
	India Point, R. I.	Readville, Mass.	....	.....	....	.....	.....	.....	2.80	.....
	Plymouth, Mass.	Stoughton, Mass.	....	.....	....	.....	3.37	.....	11.47	.....
	Groton, Conn.	Bristol, R. I.	....	.....	....	.....	9.67	.....	31.88	.....
	Worcester, Mass.	Chatham, Mass.	....	.....	....	.....	1.00	.....	8.07	.....
	Manchester, Conn.	Middleboro, Mass.	....	.....	....	.....	1.12	.....	16.15	.....
	Worcester, Mass.	....	.....	....	.....	39.07	23.63	109.98	81.59
	So. Manchester, Conn.	....	.....	....	.....	3.45	3.45	5.70	5.70
Total,	8.90	.....	8.90	.....	1,556.02	624.32	4,957.74	2,018.02

* This mileage is owned by the N. Y., N. H. & H. R. R. Co. but leased to the Central New England Ry. Co. The mileage as reported by the C. N. E. Ry. Co. is not included in total footings, but that reported by the N. Y., N. H. & H. R. R. Co. is included.

TABLE II.—CAPITAL STOCK.

Number.	RAILROADS.	13 Total amount authorized.	14 Issued for cash.	15 Issued for construction of properties.	16 Issued for stock of merged lines.	17 Issued for pur- chase of railway or other prop-ty.	18 Issued for acquisition of securities.
1	Central New England Ry. Co.,.....	\$8,550,000.00	.....	.....	\$1,950,000.00 ^a	.....	.....
2	Hartford & Conn. Western R. R. Co.,...	3,000,000 00	\$250,000.00	.....	.....	\$800,000.00	\$1,917,000
3	New Haven & Northampton Company,.	5,000,000.00	1,882,000.00	\$578,000.00	.....	.....	.....
4	New London Northern R. R. Co.,.....	2,000,000.00	340,700.00	.....	.....	.....	56,700.00
5	N. Y., N. H. & Hartford R. R. Co.,.....	238,936,400.00	44,649,200.00	.....	.....	.....	c12,271,200
6	Norwich & Worcester R. R. Co.,.....	3,831,600.00	6,600.00	2,871,100.00	.....	128,900.00	.....
7	South Manchester R. R. Co.,.....	40,000.00	40,000.00	.....	.....	.....	.....
	Total,.....	\$281,358,000.00	\$47,168,500.00	\$3,449,100.00	\$1,950,000.00	\$928,900.00	\$14,244,900

^a Issued in exchange for stock of the Poughkeepsie Bridge Co. Dutchess County R. R. Co.; Newburg, Dutchess & Conn. R. R. Co.; Poughkeepsie & Eastern Ry. Co.

^b By vote of company. Not fixed by charter.

^c "Issued in exchange for \$18,406,800 N. Y., N. H. & H. R. R. Co. 3½ per cent. convertible debenture certificates due January 1, 1956."

TABLE III.—CAPITAL STOCK.

Number.	RAILROADS.	19 Issued for reorganization.	20 Total par value outstanding.	21 Total par value per last report.	22 Issued per mile of road.	23 Amount held in Connecticut.	24 Amount same per last report.	25 Stockholders in Connecticut.	26 Number of same per last report.
1	Central New England,.....	^a \$6,600,000.00	\$8,550,000.00	\$8,550,000.00	\$57,899.00	\$7,852,900.00	\$7,365,300.00	10	18
2	Hartford & Conn. Western,....	.....	2,967,000.00	2,967,000.00	23,935.00	2,405,800.00	820,000.00	385	430
3	New Haven & Northampton,...	.....	2,460,000.00	2,460,000.00	19,370.00	2,460,000.00	2,460,000.00	1	1
4	New London Northern,.....	1,102,600.00	1,500,000.00	1,500,000.00	12,397.00	487,000.00	492,800.00	113	116
5	N. Y., New Haven, & Hartford, .....	.....	178,798,500.00	144,017,425.00	^b	51,281,800.00	34,381,800.00	4,802	3,553
6	Norwich & Worcester,.....	.....	3,006,600.00	3,006,600.00	43,322.00	1,490,000.00	122,700.00	30	31
7	South Manchester,.....	.....	40,000.00	40,000.00	17,777.77	40,000.00	40,000.00	9	9
	Total,.....	\$7,702,600.00	\$197,322,100.00	\$162,541,025.00	^c \$31,060.58	\$86,017,500.00	\$45,682,600.00	5,350	4,158

^a Issued in exchange for stock of the Philadelphia, Reading & New England R. R. Co.^b An assignment as between steam railroad and street railway properties cannot be made accurately, and the item showing total issue per mile of road is therefore omitted.^c This amount does not include the N. Y., N. H. & H. R. R. Co. for the reason stated in note ^b.

TABLE IV. — FUNDED DEBT AND WORKING LIABILITIES.

Number.	RAILROADS.	27 FUNDED DEBT.		28 Working liabilities.	29 Total funded debt and working liabilities.	30 Funded debt per mile of road.	31 Total stock, funded debt and working liabilities.
		Total outstanding.	Total per last report.				
1	Central New England,.....	\$12,317,000.00	\$10,664,500.00	\$773,088.65	\$13,090,088.65	\$83,409.00	\$21,640,088.65
2	Hartford & Conn. Western,.....	700,000.00	700,000.00	228,536.70	928,536.70	5,647.00	3,895,536.70
3	New Haven & Northampton,....	3,100,000.00	3,100,000.00	876.42	3,100,876.42	24,409.00	5,560,876.42
4	New London Northern,.....	1,500,000.00	1,500,000.00	68,947.15	1,568,947.15	12,397.00	3,068,947.15
5	N. Y., New Haven & Hartford, ..	212,554,200.00	232,052,500.00	36,047,839.06	248,602,039.06 ^b	.....	427,400,539.06
6	Norwich & Worcester,.....	1,200,000.00	1,200,000.00	63,649.00	1,263,649.00	16,892.00	4,270,249.00
7	South Manchester,.....	.....	.....	40,554.55	40,554.55	.....	80,554.55
	Total,.....	\$231,371,200.00	\$249,217,000.00	\$37,223,491.53	\$288,594,691.53	^c \$31,857.00	\$465,916,791.53

^a Mortgage bonds, \$50,961,000.00

Debentures, 151,593,200.00

^b An assignment as between steam railroad and street railway properties cannot be made accurately.^c This amount does not include the N. Y., N. H. & H. R. R. for the reason above stated.

TABLE V. — COMPARATIVE GENERAL BALANCE SHEET — ASSETS.

Number.	RAILROADS.	PROPERTY INVESTMENT.					SECURITIES.		
		32	33	34	35	36	37	38	39
		Cost of road.	Cost of equipment.	General expenditures.	Floating equipment, street rail-ways and other properties.	Reserve for accrued depreciation. Cr.	Stocks owned.	Funded debt pledged or unpledged.	Miscellaneous.
1	Central New England Ry. Co.,	a \$18,093,908.73	b \$847,982.07	c \$964.67	.....	.....	.....	.....	.....
2	Hartford & Conn. Western R. R. Co.	3,497,409.45	209,125.00	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co.,	d 7,224,705.97	d 750,000.00	e 2,231.31	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,	2,927,136.45	353,420.44	.....	.....	.....	\$150,000.00	.....	.....
5	New York, New Haven & Hartford R. R. Co.,	123,357,962.75	61,562,440.13	358,493.57	\$6,353,047.41	\$3,309,640.73	107,674,716.85	.....	\$31,055,696.68
6	Norwich & Worcester R. R. Co.,	4,282,861.26	630,620.32	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,	92,895.67	26,600.00	.....	.....	.....	.....	.....	.....
	Total,	\$159,486,880.28	\$64,280,187.96	\$361,739.55	\$6,353,047.41	\$3,309,640.73	\$107,824,716.85	.....	\$31,055,696.68

a. \$1,554,143.52 of this amount is reported as expended from July 1, 1907, to June 30, 1911.*b.* \$283,638.78 of this amount is reported as expended from July 1, 1907, to June 30, 1911.*c.* This amount is reported as expended from July 1, 1907 to June 30, 1911.*d.* The amounts reported by New Haven and Northampton Company are for the period ending October 26, 1910.

TABLE V. — COMPARATIVE GENERAL BALANCE SHEET — ASSETS — CONCLUDED.

Number.	RAILROADS.	40 Other Investments.	WORKING ASSETS.		43 Accrued income not due.	44 Deferred debit items.	45 Profit and loss or balance.	46 Total.	47 Cost per mile of line.
			41 Cash.	42 Other assets.					
1	Central New England Ry. Co.,	\$819,781.71	\$655,805.68	\$466,713.70	.....	\$152,135.08	\$846,671.91	\$21,883,963.55	\$128,278.27
2	Hartford & Conn. Western R. R. Co.,	.....	16,961.54	.....	.....	.....	175,040.71	3,898,536.70	29,901.05
3	New Haven & Northampton Co.,	.....	.....	41,097.23	.....	.....	.....	8,028,084.51	62,889.66
4	New London Northern R. R. Co.,	137,493.02	74,558.03	.....	.....	24,505.00	.....	3,567,112.94	26,285.59
5	New York, New Haven & Hartford R. R. Co.,	74,707,975.71	28,164,985.10	54,421,672.10	\$935,660.25	6,835,165.64	.....	492,118,175.51	146,859.54
6	Norwich & Worcester R. R. Co.,	3,107.0	89,910.61	691,000.00	.....	180.00	.....	5,697,679.27	69,165.00
7	South Manchester R. R. Co.,	.....	.....	4,294.78	.....	.....	.....	123,790.45	53,109.00
	Total,	\$75,663,357.51	\$29,002,230.96	\$55,694,777.81	\$935,660.25	\$7,011,935.72	\$1,021,712.02	\$535,317,342.98	\$120,199.06

TABLE VI.—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

Number.	RAILROADS.	48 Stock.	49 Stock liability for conversion of outstanding securities of constituent companies.	50 Mortgage, bonded, and secured debt.	51 Obligations for advances received for construction.	52 Working liabilities.	53 Accrued liabilities not due.	54 Deferred credit items.	55 Appropriated surplus.	56 Equipment and personal property leased.	57 Profit and loss or balance.	58 Grand total.
1	Central New England Ry. Co.,...	\$8,550,000.00	.....	\$12,317,000.00	.....	\$773,088.55	\$28,912.07	\$5,836.83	.....	\$209,125.00	.....	\$21,883,963.55
2	Hartford & Conn. W'n R. R. Co.,	2,967,000.00	\$3,000.00	700,000.00	.....	228,536.70	.....	.....	.....	.....	.....	3,898,536.70
3	New Haven & Northam'n Co.,	2,460,000.00	.....	3,100,000.00	\$92,400.66	876.42	41,007.23	.....	.....	.....	\$2,333,710.20	8,028,084.51
4	New London & N'm R. R. Co.,	1,500,000.00	.....	1,500,000.00	.....	68,947.15	250.00	.....	.....	.....	497,915.79	3,567,112.94
5	N. Y. N. H. & H. R. R. Co.,	1,738,793.500.00	.....	213,029,003.98	.....	36,047,839.06	3,157,192.57	2,104,916.74	\$3,103,246.59	9,208,672.41	14,275,045.16	492,118,175.51
6	Norwich & Worcester R. R. Co.,	632,338,789.00	.....	.....	.....	63,649.00	13,000.00	.....	.....	.....	1,112,385.52	5,097,679.27
7	So. Manchester R. R. Co.,	3,006,600.00	.....	1,499,044.75	.....	40,554.55	.....	.....	.....	.....	43,235.90	123,790.45
	Total.....	\$220,715,889.00	\$3,000.00	\$232,145,048.73	\$92,400.66	\$37,223,491.53	\$3,243,452.87	\$2,110,753.57	\$3,103,246.59	\$9,417,797.41	\$18,262,362.57	\$635,317,342.93

a Common stock.

b Premiums realized on capital stock.

TABLE VII.—INCOME ACCOUNT.

Number.	RAILROADS.	GROSS OPERATING REVENUES.				NET OPERATING REVENUES.			
		59 Total.	60 Total per last report.	61 Per mile of road operated.	62 Per mile run.	63 Total.	64 Total per last report.	65 Per mile of road operated.	66 Per mile run.
1	Central New England,.....	\$3,218,255.01	\$3,022,720.19	\$11,619.93	2.28841	\$1,319,539.89	\$1,289,487.53	\$4,764.37	.93829
2	Hartford & Connecticut West., <i>a</i>.	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton, <i>b</i>.	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,102,277.25	1,088,759.11	8,952.32	1.64137	192,026.93	192,461.79	1,581.87	.28594
5	N. Y., N. H. & Hartford,.....	62,153,434.80	60,693,667.55	30,456.17	2.63853	21,254,802.17	22,004,451.79	10,415.19	.90231
6	Norwich & Worcester, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester,.....	21,716.83	19,348.27	9,651.92	1.53965	Deficit 2,382.33	54.94	Deficit 1,058.82	.16891
	Total,.....	\$66,495,683.89	\$64,819,495.12	\$27,213.73	2.59262	\$22,763,980.66	\$23,486,456.05	\$8,257.51	.71865

a Included in report of C. N. E. Ry. Co.*b* Included in report of N. Y., N. H. & H. R. R. Co.

TABLE VIII.

Number.	RAILROADS.	DIVIDENDS.					71 Paid for taxes.	72 Paid for - interest.
		67 Total amount paid.	68 Total per last report.	69 Capital stock on which dividends were paid.	70 Capital stock on which no divi- dends were paid.			
1	Central New England Ry. Co.,	.....	.....	.....	\$9,550,000.00	\$162,169.37	\$521,094.86
2	Hartford & Conn. Western R.R. Co.,	\$59,340.00	\$59,346.00	\$2,967,000.00	.....	.....	31,500.00
3	New Haven & Northampton Co.,	a 24,600.00	98,400.00	2,460,000.00	.....	.....	17,500.00
4	New London Northern R. R. Co.,	135,000.00	135,000.00	1,500,000.00	.....	46,346.53	60,000.00
5	New York, New Haven & Htfd. R. R. Co.,	12,454,852.00	9,759,081.00	b .....	.....	3,578,363.15	9,903,296.61
6	Norwich & Worcester R.R. Co.,	240,000.00	240,000.00	3,000,000.00	6,600.00	.....	48,000.00
7	South Manchester R. R. Co.,	.....	.....	.....	40,000.00	455.19	.....
	Total,	\$12,913,792.00	\$10,291,827.00	\$9,927,000.00	\$8,596,600.00	\$3,787,334.24	\$10,581,391.47	

^a For the period ending October 26, 1910.

^b 2% on 1,218,781 shares..... \$2,437,562.00
 2% on 1,218,781 shares..... 2,437,562.00
 2% on 1,332,923 shares..... 2,665,846.00
 2% on 1,340,814 shares..... 2,681,628.00
 \$1.00 per share on 446,338 shares..... 446,438.00
 \$1.00 per share on 446,454 shares..... 446,454.00
 \$1.50 per share on 446,454 shares..... 669,681.00
 \$1.50 per share on 446,454 shares..... 669,681.00
 \$12,454,852.00

TABLE IX. — OPERATING EXPENSES.

Number.	RAILROADS.	73	74	75	76	77	78	79	80	81
		Maintenance of way and structures.	Maintenance of equipment.	Traffic expenses.	Conducting transportation.	General expenses.	Total.	Average mileage operated during year.	Per mile of road operated.	Per train mile.
1	Central New England,	\$609,654.99	\$372,444.86	\$20,681.07	\$939,430.17	\$56,504.03	\$1,898,715.12	276.96	\$6,855.56	1.35012
2	Hartford & Connecticut Western, <i>a</i>									
3	New Haven & Northampton, <i>b</i>									
4	New London Northern,	139,308.67	58,630.02	25,194.52	648,089.09	39,028.01	910,250.32	123.50	7,370.45	1.35543
5	New York, New Haven & Hartford,.....	6,980,036.18	7,193,424.77	351,999.10	24,526,959.38	1,846,213.20	40,898,632.63	2,040.75	20,040.98	1.73622
6	Norwich & Worcester, <i>b</i>									
7	South Manchester,....	8,436.34	735.79		12,622.57	2,304.46	24,099.16	2.25	10,710.74	1.70856
	Total,	\$7,787,436.18	\$7,525,235.44	\$397,874.70	\$26,127,101.21	1,944,049.70	\$43,731,697.23	2,443.46	\$17,897.40	1.70506

a Included in report of C. N. E. Ry. Co.
b " " N. Y. N. H. & H. R. R. Co.

TABLE X. — MAINTENANCE OF WAY AND STRUCTURES.

Number.	RAILROADS.	82	83	84	85	86	87	88	89	90
		Superintendence.	Ballast.	Ties.	Rails.	Other track material.	Roadway and track.	Removal of snow, sand and ice.	Tunnels.	Bridges, trestles and culverts.
1	Central New England Ry. Co.,.....	\$26,769.48	\$19,842.98	\$52,826.40	\$21,760.10	\$22,701.09	\$308,872.73	\$4,733.09	.....	\$97,264.00
2	Hartford & Connecticut Western R. R. Co., <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	4,723.02	.....	23,116.85	7,460.64	3,337.25	46,731.23	1,536.12	.....	3,857.02
5	New York, New Haven & Hartford R. R. Co.,.....	268,514.06	30,697.98	1,030,803.43	323,546.62	316,057.99	2,133,077.13	115,547.68	\$4,343.90	439,066.83
6	Norwich & Worcester R. R. Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	.....	.....	.....	.....	.....	.....	5,878.66	.....	.....
	Total,.....	\$300,006.56	\$50,540.96	\$1,108,749.68	\$352,767.36	\$342,096.33	\$2,494,559.75	\$121,816.89	\$4,346.90	\$540,217.85

a Included in report of C. N. E. Ry. Co.
b " " " N. Y., N. H. & H. R. R. Co.

TABLE X.—MAINTENANCE OF WAY AND STRUCTURES—CONCLUDED.

Number.	RAILROADS.	100 Injuries to persons.	101 Stationery and printing.	102 Other expenses.	103 Maintain- ing joint tracks, yards, and other facilities. Dr.	104 Maintain- ing joint tracks, yards, and other facilities. Cr.	105 Total.	106 Per mile oper- ated.	107 Per mile run.
1	Central New England Ry. Co.,.....	\$438.49	\$860.32	.....	\$5,293.08	\$4,312.19	\$609,654.99	\$2,201.23	.435
2	Hartford & Connecticut Western R. R. Co., <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	223.85	176.33	.....	1,637.69	1,890.87	139,303.67	1,128.00	.207
5	New York, New Haven & Hartford R. R. Co.,.....	37,323.21	3,154.79	\$101,416.41	583,242.50	2,060.58	6,980,036.18	3,420.32	.296
6	Norwich & Worcester R. R. Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	.....	.....	.....	.....	.....	8,436.84	3,749.48	.598
	Total,.....	\$37,985.55	\$4,191.44	\$101,416.41	\$590,173.37	\$8,263.64	\$7,737,436.18	\$3,166.59	.302

a Included in report of Central New England Ry. Co.*b* Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XI.—MAINTENANCE OF EQUIPMENT.

Number.	RAILROADS.	108	109	110	111	112	113	114
		Superin- tendence.	Steam locomotives —repairs.	Steam locomotives —renewals.	Steam locomotives —depreci- ation.	Electric locomotives —repairs.	Electric locomotives —renewals.	Electric locomotives —depreci- ation.
1	Central New England Ry. Co.....	\$17,130.86	\$146,848.62		\$21,844.20			
2	Hartford & Conn. Western R. R. Co., ^a							
3	New Haven & Northampton Co., ^b							
4	New London Northern R. R. Co.,.....	2,818.02	30,065.43		6,318.67			
5	N. Y., N. H. & H. R. R. Co.,.....	188,908.23	2,416,760.23	\$8,979.20	51,703.30	\$164,641.14	\$376.00	
6	Norwich & Worcester R. R. Co., ^b							
7	South Manchester R. R. Co.,.....		595.17					
	Total.....	\$208,857.11	\$2,594,269.45	\$8,979.20	\$79,871.17	\$164,641.14	\$376.00	

^a Included in report of C. N. E. Ry. Co.^b " " " N. Y., N. H. & H. R. R. Co.

TABLE XI.—MAINTENANCE OF EQUIPMENT—CONTINUED.

Number	RAILROADS.	115	116	117	118	119	120	121	122
		Cars— repairs.	Passenger- train cars— repairs.	Passenger- train cars —re- newals.	Passenger- train cars —depre- ciation.	Freight train cars— repairs.	Freight train cars— renewals.	Freight train cars— deprecia- tion.	Electric equipment of cars— repairs.
1	Central New England Ry. Co.,.....		\$12,961.00		\$4,988.68	\$56,201.76	\$494.04	\$3,486.26	
2	Hartford & Conn. Western R. R. Co., ^a								
3	New Haven & Northampton Co., ^b								
4	New London Northern R. R. Co.,.....		3,781.77		1,474.07	4,940.86		7,511.06	
5	N. Y., N. H. & H. R. R. Co.,.....		1,005,913.17	26,254.52	204,362.89	1,471,050.61	93,421.34	530,888.25	\$31,924.75
6	Norwich & Worcester R. R. Co., ^b								
7	So. Manchester R. R. Co.,.....		43.82						
	Total,.....		\$1,022,699.76	26,254.52	210,825.64	1,532,193.23	\$93,915.38	541,885.57	\$31,924.75

^a Included in report of C. N. E. Ry. Co.
^b " " N. Y., N. H. & H. R. R. Co.

TABLE XI. — MAINTENANCE OF EQUIPMENT — CONTINUED.

Number.	RAILROADS.	123 Electric equipment of cars — renewals.	124 Electric equipment of cars — depreciation.	125 Floating equipment — repairs.	126 Floating equipment — renewals.	127 Floating equipment — depreciation.	128 Work equipment — repairs.	129 Work equipment — renewals.	130 Work equipment — depreciation.	131 Shop machinery and tools.	132 Power plant equip- ment.
1	Central New England Ry. Co., .....	.....	.....	.....	.....	.....	\$659.99	\$2,420.88	\$1,238.42	\$4,615.98	.....
2	Hartford & Conn. Western R. R. Co., <i>a</i>, .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven and Northampton Co., <i>b</i> .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co., .....	.....	.....	.....	.....	.....	80.58	.....	737.09	420.52	.....
5	New York, New Haven & H. R. R. Co., .....	.....	.....	\$216,904.03	\$65,077.75	\$80,708.71	44,002.20	7,865.91	12,596.68	282,965.76	\$29,802.62
6	Norwich & Worcester R. R. Co., <i>b</i> .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	So. Manchester R. R. Co., .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total, .....	.....	.....	\$216,904.03	\$65,077.75	\$80,708.71	\$45,342.77	\$9,786.29	\$14,562.17	\$283,001.66	\$29,802.62

a Included in report of C. N. E. Ry. Co.*b* " " N. Y., N. H. & H. R. R. Co.

TABLE XI. — MAINTENANCE OF EQUIPMENT — CONCLUDED.

Number.	RAILROADS.	133 Injuries to persons.	134 Stationery and printing.	135 Other expenses.	136 Maintaining joint equipment at terminals. Dr.	137 Maintaining joint equipment at terminals. Cr.	138 Total.	139 Per mile operated.	140 Per mile run.
1	Central New England Ry. Co.,.....	\$530.02	\$1,042.98	.....	\$2,476.60	\$4,484.83	\$72,444.86	983.69	.193
2	Hartford & Conn. Western R. R. Co., <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	66.19	415.76	.....	.....	.....	58,630.02	475.54	.087
5	New York, New Haven & Hartford R. R. Co.,.....	18,289.39	1,915.13	\$244,367.33	1,519.17	2,858.52	7,193,424.77	3,524.88	.305
6	Norwich & Worcester R. R. Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	.....	.....	96.80	.....	.....	735.79	327.01	.062
	Total.....	\$18,895.60	\$3,373.87	\$244,464.13	\$3,995.77	\$7,342.85	\$7,525,235.44	3,079.74	.293

a Included in report of C. N. E. Ry. Co.
b " " " N. Y., N. H. & H. R. R. Co.

TABLE XII.—TRAFFIC EXPENSES.

Number.	RAILROADS.	141 Superin- tendence.	142 Outside agencies.	143 Advertising.	144 Traffic associa- tions.	145 Fast freight lines.	146 Industrial and immi- gration bureaus.	147 Station- ery and printing.	148 Other expenses.	149 Total.
1	Central New England Ry. Co.,.....	\$10,254.69	.....	\$2,046.22	\$929.72	.....	.....	\$7,450.44	.....	\$20,681.07
2	Hartford & Connecticut Western R. R. Co., ^a.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., ^b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	5,097.05	\$12,221.07	2,479.24	266.40	\$2,177.32	.....	2,951.83	\$1.62	25,194.53
5	New York, New Haven & Hartford R. R. Co.,.....	159,637.63	61,714.31	84,978.85	5,340.45	.....	\$617.15	39,344.46	366.25	351,999.10
6	Norwich & Worcester R. R. Co., ^b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total,.....	\$174,989.37	\$73,935.38	\$89,504.81	\$6,536.57	\$2,177.32	\$617.15	\$49,746.73	\$367.87	\$387,874.70

^a Included in report of C. N. E. Ry. Co.
^b " " " N. Y. N. H. & H. R. R. Co.

TABLE XIII.—TRANSPORTATION EXPENSES.

Number.	RAILROADS.	150 Superintend- ence.	151 Dispatching trains.	152 Station employees.	153 Weighing & car service associations.	154 Coal and ore docks.	155 Station sup- plies and expenses.
1	Central New England Ry. Co.,.....	\$22,162.15	\$11,999.60	\$167,925.12	\$293.80	.....	\$8,186.35
2	Hartford and Connecticut Western R. R. Co., ^a.....	.....	.....	.....	.....	.....	.....
3	New Haven and Northampton Co., ^b.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	8,371.83	4,762.27	252,606.85	1.33	.....	7,522.46
5	N. Y., N. H. & H. R. R. Co.,.....	331,135.25	159,415.24	4,708,031.40	.....	.....	380,592.64
6	Norwich and Worcester R. R. Co., ^b.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	1,500.00	.....	2,489.18	.....	.....	.....
	Total,.....	\$363,169.23	\$176,177.11	\$5,131,052.55	\$295.13	.....	\$396,301.45

^a Included in report of Central New England Ry. Co.
^b Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XIII.—TRANSPORTATION EXPENSES—CONTINUED.

Number.	RAILROADS.	156 Yardmasters and their clerks.	157 Yard conductors and brakemen.	158 Yard switch and signal tenders.	159 Yard supplies and expenses.	160 Yard engineers.	161 Enginehouse expenses, yard.
1	Central New England Ry. Co.,.....	\$27,608.04	\$53,652.16	\$2,535.14	\$1,436.42	\$21,343.95	\$5,802.23
2	Hartford & Connecticut Western R. R. Co., ^a.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., ^b.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	5,800.26	8,265.53	109.79	65.73	6,307.28	2,876.90
5	New York, New Haven & Hartford R. R. Co.,.....	388,318.41	1,016,927.47	212,255.08	27,043.76	527,783.76	129,861.99
6	Norwich & Worcester R. R. Co., ^b.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	.....	.....	63.00	.....	.....	.....
	Total,.....	\$416,726.71	\$1,078,845.21	\$214,963.01	\$28,545.91	\$555,434.99	\$138,541.12

^a Included in report of C. N. E. Ry. Co.
^b " " " N. Y., N. H. & H. R. R. Co.

TABLE XIII.—TRANSPORTATION EXPENSES — (CONTINUED).

Number	RAILROADS.	162	163	164	165	166	167	168	169	170	171
		Fuel for yard loco- motives.	Water for yard loco- motives.	Lubricants for yard locomotives.	Other supplies for yard loco- motives.	Motormen.	Road Enginemen.	Enginehouse ex- penses—road.	Fuel for road loco- motives.	Water for road lo- comotives.	Lubricants for road locomotives.
1	Central New England Ry. Co.,.....	\$ 32,452.38	1,659.05	602.62	755.61	.....	121,266.68	29,283.39	251,519.28	13,090.14	4,487.43
2	Hartford & Conn. Western R. R. Co., ^a.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., ^b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co., ..	23,434.49	217.58	236.05	247.95	.....	43,756.24	12,733.67	125,377.14	2,924.41	1,159.90
5	N. Y., New Haven & Hartford R. R. Co.,.....	747,645.69	35,808.94	12,423.21	10,562.84	159,076.84	2,039,270.93	614,563.33	4,383,627.79	258,490.27	84,186.57
6	Norwich & Worcester R. R. Co., ^b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	.....	.....	.....	.....	.....	3,394.00	.....	2,424.88	.....	.....
	Total,.....	\$ 803,532.56	37,685.57	13,261.88	11,565.71	159,076.84	2,207,618.45	650,580.39	4,762,949.09	304,504.32	89,833.90

^a Included in report of Central New England Ry. Co.^b Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XIII.—TRANSPORTATION EXPENSES—CONTINUED.

Number.	RAILROADS.	172	173	174	175	176	177	178	179	180	181	182	183
		Other supplies for road locomotives.	Operating power plants.	Purchas- ed power.	Road trainmen.	Train supplies and expenses.	Interlock- ers, block and other signals, operation.	Crossing flagmen and gatemmen.	Draw- ing bridge operation.	Clearing wrecks.	Telegraph and telephone operation.	Operating heating equip- ment.	Express service.
1	Central New England,.....	\$ 4,640.00	.....	.....	143,605.20	12,257.69	18,759.03	11,084.63	.....	1,752.99	2,522.49	4,097.59	.....
2	Hartford & Conn. Western, ^a	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northamp'd.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,271.66	.....	.....	59,668.38	8,504.13	31.97	3,280.83	.....	867.48	2,972.95	.....	.....
5	N. Y., N. H. & H.,.....	83,459.63	237,977.76	151,585.73	2,779,436.29	690,107.77	630,219.05	386,795.82	68,903.30	62,143.62	122,989.27	656,701.52	.....
6	Norwich & Worcester, ^b	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester,.....	752.63	.....	.....	1,799.75	.....	.....	.....	.....	.....	.....	.....	.....
	Total,	\$ 90,123.97	237,977.76	151,585.73	2,984,509.62	710,869.59	649,010.05	401,161.23	68,903.30	64,764.09	128,484.71	680,799.11	.....

^a Included in report of Central New England Ry. Co.^b Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XIII. — TRANSPORTATION EXPENSES — CONCLUDED.

Number.	RAILROADS.	184	185	186	187	188	189	190	191	192	193	194	195
		Stationary and printing.	Other expenses.	Loss and damage— freight.	Loss and damage— baggage.	Damage to property.	Damage to stock on right of way.	Injuries to persons.	Operating joint yards and terminals. Dr.	Operating joint yards and terminals. Cr.	Operating joint yards and terminals. Dr.	Operating joint yards and terminals. Cr.	Total.
1	Central New England,.....	\$8,552.53	\$367.21	\$11,241.23	\$17.50	\$8,468.60	\$ 917.73	\$32,635.92	\$36,641.18	\$198,013.45	\$2,317.87	\$387.47	\$939,430.17
2	Hartford & Conn. West'n. ^a	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & No'hamp'n. ^b	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,....	4,932.91	8,857.97	4,924.73	8.46	34,430.19	262.20	6,876.03	2,147.18	3,980.61	6,646.61	.....	647,738.09
5	New York, N. H. & H., ...	253,842.83	20,362.15	349,100.80	3,933.19	200,543.24	1,016.50	578,084.72	809,413.31	33,756.12	225,006.07	1,928.53	24,526,959.38
6	Norwich & Worcester, ^b...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester,.....	.....	288.53	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,622.57
	Total,.....	\$ 209,325.27	29,755.36	364,566.86	3,958.15	243,451.09	2,196.43	617,586.67	848,201.67	178,750.18	233,970.55	2,316.00	26,126,801.21

^a Included in report of C. N. E. Ry. Co.
^b " " " N. Y., N. H. & H. R. R. Co.

TABLE XIV. — GENERAL EXPENSES.

Number.	RAILROADS.	196	197	198	199	200	201	202	203	204	205	206	207	208
		Adminis- tration.	Salaries and expenses of general officers.	Salaries and expenses of clerks and attendants.	General office supplies and expenses.	Law expenses.	Insurance.	Relief depart- ment expenses.	Pensions.	Station- ery and printing.	Other expenses.	General adminis- tration joint tracks, yards, and grounds. Dr.	General adminis- tration joint tracks, yards and grounds. Cr.	Total.
1	Central New England,.....	.....	\$2,985.66	\$20,016.97	\$767.95	\$1,592.45	\$5,886.77	.....	.....	\$19,134.57	\$6,140.66	.....	.....	\$56,504.03
2	Hartford & Conn., West of.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northamp.,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,.....	.....	6,403.03	11,501.62	222.50	15,087.19	2,861.52	.....	.....	1,593.48	1,358.62	.....	.....	39,023.01
5	N. Y., N. H. & H.,.....	.....	191,586.96	552,714.35	112,305.76	235,510.94	391,040.33	.....	\$ 117,188.72	72,629.98	152,090.96	\$21,115.50	.....	1,846,213.20
6	Norwich & Worcester,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester,.....	\$601.81	.....	.....	.....	.....	342.00	.....	.....	.....	1,360.65	.....	.....	2,304.46
	Total,.....	\$601.81	\$200,976.70	\$534,232.94	\$113,298.21	\$252,210.58	\$400,139.69	.....	\$ 117,188.72	\$93,358.03	160,950.80	\$21,115.50	.....	\$1,944,049.70

^a Included in report of C. N. E. Ry. Co.^b " " " N. Y., N. H. & H. R. R. Co.

TABLE XV.—PASSENGER TRAFFIC.

Number.	RAILROADS.	209	210	211	212	213	214	215	216	217	218
		Number of passengers carried, earning revenue.	Same per last report.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Total passenger service train revenue.	Passenger service train revenue per mile of road.	Passen- ger service train revenue per mile.
1	Central New England,.....	906,486	965,198	14,802,327	16.33	\$349,658.64	.38606	.02364	\$495,113.00	\$1,787.67	\$.77939
2	Hartford & Connecticut Western, <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,.....	491,378	553,370	7,830,698	15.94	202,891.69	.41290	.02591	253,326.66	2,051.23	.84533
5	New York, New Haven & Hartford,....	83,193,164	82,905,137	1,534,301,064	18.44	26,212,670.51	.31508	.01708	30,154,915.98	15,045.56	1.86523
6	Norwich & Worcester, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester,.....	87,551	93,559	197,037	2.25	3,710.68	.04227	.01883	3,882.58	1,703.37	.35016
	Total,.....	84,678,609	84,519,264	1,537,131,146	18.38	26,769,231.52	.31612	.01719	30,907,188.22	12,648.94	1.80609

a Included in report of C. N. E. Ry. Co.
b " " " " N. Y., N. H. & H. R. R. Co.

TABLE XVI.—FREIGHT TRAFFIC.

Number.	RAILROADS.	219 Number of tons carried of freight earning revenue.	220 Same per last report.	221 Number of tons carried one mile.	222 Average distance haul of one ton. Miles.	223 Total freight revenue.	224 Average amount received for each ton of freight.	225 Average receipts per ton per mile.	226 Freight revenue per mile of road.	227 Freight revenue per train mile.
1	Central New England Ry. Co.,.....	5,053,907	4,468,193	223,405,029	45.39	\$2,694,224.53	\$.53909	\$.01174	\$9,727.85	\$3.19244
2	Hartford & Conn. Western R. R. Co., <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	1,857,343	1,802,560	77,372,915	41.66	893,791.86	.44676	.01073	6,718.96	2.93315
5	New York, New Haven & Hartford R.R. Co.,	23,257,041	22,738,981	2,181,557,124	93.80	30,323,092.32	1.30408	.01390	15,130.73	4.02717
6	Norwich & Worcester R. R. Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	72,078	55,200	162,175	2.25	17,884.75	.24613	.11028	7,948.80	5.65994
	Total,.....	30,240,369	29,085,984	2,438,497,243	82.29	\$33,870,993.46	\$1.12005	\$.01361	\$13,861.89	\$3.87106

a Included in report of C. N. E. Ry. Co.
b " " N. Y., N. H., & H. R. R. Co.

TABLE XVII.—FUEL FOR LOCOMOTIVES.

Number.	RAILROADS.	CoAL.		Wood.		231 Oil, Gallons.	232 Total tons fuel consumed.	233 Total miles run.	234 Average pounds of coal con- sumed per mile.
		228 Number of tons.	229 Average cost per ton.	230 Number of cords.					
1	Central New England Ry. Co.,.....	122,390	\$2.58	522			122,651	1,678,864	146.11
2	Hfd. & Conn. Western R. R. Co., <i>a</i> ,.....								
3	New Haven & Northampton Co., <i>b</i> ,.....								
4	New London Northern R. R. Co.,.....	51,737	2.71	198			51,836	814,841	127.23
5	N. Y., N. H. & Hartford R. R. Co.,.....	1,804,536	2.96				1,804,536	30,485,152	118.39
6	Norwich & Worcester R. R. Co., <i>b</i> ,.....								
7	South Manchester R. R. Co.,.....	566	4.30	15			576	14,105	82.00
	Total,.....	1,979,229	\$2.93	735			1,979,599	32,992,962	89.66

^a Included in report of C. N. E. Ry. Co.^b Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XVIII. — MILEAGE AND EMPLOYEES.

Number.	RAILROADS.	235 Passenger trains earning revenue.	236 Freight trains earning revenue.	237 Mixed trains earning revenue.	238 Special train- miles.	239 Total revenue mileage.	240 Mileage of non- revenue trains.	241 Total mileage of all trains.	242 Total per last report.	243 Employ- ees, including officers.	244 Same per last report.
1	Central New England Ry Co.,.....	561,390	770,077	79,861	1,001	1,406,329	52,730	1,459,059	1,458,739	1,497	1,524
2	Hartford & Conn. W'n R. R. Co., <i>a</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., <i>b</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,...	209,677	371,578	.....	304	671,559	7,929	679,488	771,865	737	725
5	New York, N. H. & H'd R. R. Co.,	15,986,627	7,350,883	180,233	38,312	23,556,055	1,347,989	24,904,044	23,538,243	32,514	38,096
6	Norwich & Worcester R. R. Co., <i>b</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	10,945	3,160	.....	.....	14,105	.....	14,105	15,155	19	19
	Total,.....	16,858,639	8,495,698	254,094	39,617	25,648,048	1,408,648	27,056,696	25,829,002	34,767	35,364

a Included in report of C. N. E. Ry. Co.*b* Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XIX.—EQUIPMENT.

Number.	RAILROADS.	LOCOMOTIVES.				CARS.						CARS WITH TRAIN BRAKES.		CARS WITH AUTO- MATIC COUPLERS.	
		245	246	247	248	249	250	251	252	253	254	255	256	257	258
		Num- ber in service.	Num- ber leased.	Num- ber owned.	With train brake.	Pas- senger and service.	Freight and other.	Num- ber leased.	Num- ber owned.	Total cars in service.	In per last report.	In pas- senger service.	In freight service.	In passenger service.	In freight service.
1	Central New England Ry Co.,	66	4	62	66	58	310	46	322	368	396	58	222	58	222
2	H'fd & Conn. W'n R. R. Co., ^a														
3	N. H. & Northampton Co., ^b														
4	New London N'ern R. R. Co.,	19	11	8	19	20	44		64	64	92	20	12	20	12
5	N. Y., N. H. & H'fd R. R. Co.,	1,227	148	1,079	1,227	2,528	39,619	912	41,235	42,147	39,417	2,528	38,441	2,528	38,441
6	Norwich & Worcester R. R. Co., ^b														
7	South Manchester R. R. Co.,...	2		2	2	4			4	4	4	4		4	
	Total,.....	1,314	163	1,151	1,314	2,610	39,973	958	41,625	42,583	39,909	2,610	38,675	2,610	38,675

^a Included in report of C. N. E. Ry. Co.^b Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XX.

Number.	RAILROADS.	STATIONS.			262 New ties laid during the year in State.	HIGHWAY GRADE CROSSINGS IN CON- NECTICUT.	
		259 On main line and branches.	260 In Conn.	261 Average num- ber of miles for each station in Conn.		263 At grade.	264 At grade per last report.
1	Central New England Ry. Co.,.....	110	35	2.20	32,190	<i>a</i>	<i>a</i>
2	Hartford & Conn. Western R. R. Co.,.....	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>	66	66
3	New Haven & Northampton Co.,.....	<i>c</i>	<i>c</i>	<i>c</i>	<i>c</i>	76	79
4	New London Northern R. R. Co.,.....	43	22	2.55	35,044	62	64
5	New York, New Haven & Hartford R. R. Co.,.....	495	313	2.59	629,197	578	611
6	Norwich & Worcester R. R. Co.,.....	32	23	2.31	<i>c</i>	34	29
7	South Manchester R. R. Co.,.....	1	1	2.25	2,281	3	3
	Total,.....	681	394	2.54	698,712	819	852

a Included in report of Connecticut Western R. R. Co.*b* Included in report of C. N. E. Ry. Co.*c* Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XXI.—GENERAL PERCENTAGE

Number.	RAILROADS.	265 Gross operating revenues to stock, funded debt, and work- ing liabilities.	266 Net operating revenues to stock, funded debt, and work- ing liabilities.	267 Net operating revenues to gross operating revenues.	268 Operating expense to gross operating revenues.	269 Passenger revenue to gross operating revenues.	270 Freight revenue to gross operating revenues.
1	Central New England Ry. Co.,.....	14.87	6.097	41.00	58.99	10.87	88.71
2	Hartford & Conn. Western R. R. Co., ^a.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., ^b.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	35.92	6.25	17.43	82.58	18.27	74.74
5	New York, New Haven & Hartford R. R. Co.,...	14.54	4.97	34.19	65.80	42.17	48.79
6	Norwich & Worcester R. R. Co., ^b.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	26.95	2.95	10.96	90.11	17.09	82.85
	Total,.....	14.27	4.88	29.75	57.16	34.99	44.27

^aIncluded in report of C. N. E. Ry. Co.^bIncluded in report of N. Y., N. H. & H. R. R. Co.

TABLE XXII—ACCIDENTS IN CONNECTICUT RESULTING IN DEATH OR INJURY TO PERSONS.

Number.	GENERAL STATEMENT.							HIGHWAY CROSSINGS.		EMPLOYEES.						PAS-SENGERS.		TRES-PASSERS.		OTHERS.	
	271	272	273	274	275	276	277	Fatal.	Not fatal.	Falling from trains or engines.	Coupling or uncoupling.	Overhead obstructions.	Other causes.	Fatal.	Not fatal.	Fatal.	Not fatal.	Fatal.	Not fatal.	Fatal.	Not fatal.
1	12	38	5	3	53	5	53	.....	.....	1	1	.....	86	1	37	.....	12	4	1	1	.....
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	17	32	.....	6	55	5	50	.....	.....	9	.....	1	22	.....	32	.....	17	.....	.....	5	1
5	110	383	115	41	649	118	531	14	22	32	16	15	320	29	354	1	109	75	40	13	28
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	139	453	120	50	762	128	634	14	22	42	17	16	378	30	423	1	138	79	41	19	32
	Total.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

a Included in report of C. N. E. Ry. Co.
b Included in report of N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	CAPITAL STOCK.				
		1907.	1908.	1909.	1910.	1911.
1	Central New England,.....	\$8,550,000.00	\$8,550,000.00	\$8,550,000.00	\$8,550,000.00	\$8,550,000.00
2	Hartford & Connecticut Western,....	2,965,500.00	2,965,800.00	2,965,800.00	2,967,000.00	2,967,000.00
3	New England,.....	25,000,000.00	.....	.....	.....	.....
4	New Haven & Northampton,.....	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00
5	New London Northern,.....	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
6	New York, New Haven & Hartford,.	121,878,100.00†	121,878,100.00	121,878,100.00	144,017,425.00	178,798,500.00
7	Norwich & Worcester,.....	3,006,600.00	3,006,600.00	3,006,600.00	3,006,600.00	3,006,600.00
8	Ridgefield & New York,*,.....	261,800.00	261,800.00	261,800.00	†.....	.....
9	South Manchester,.....	40,000.00	40,000.00	40,000.00	40,000.00	40,000.00
	Total,.....	\$165,662,000.00	\$140,662,300.00	\$140,662,300.00	\$162,541,025.00	\$197,322,100.00

* Projected road. † \$52,435,936.80 of this amount is apportioned to steam railroads, and balance, viz.: \$69,442,173.20, to other properties.

† Charter expired July 1, 1909.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FUNDED DEBT.				
		1907.	1908.	1909.	1910.	1911.
1	Central New England,.....	\$10,730,500.00	\$10,730,500.00	\$10,514,500.00	\$10,664,500.00	\$12,317,000.00
2	Hartford & Connecticut Western,....	700,000.00	700,000.00	700,000.00	700,000.00	700,000.00
3	New England,.....	17,500,000.00	.....	.....	.....	.....
4	New Haven & Northampton,	3,980,000.00	3,993,000.00	3,109,000.00	3,100,000.00	3,100,000.00
5	New London Northern,	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
6	New York, New Haven & Hartford, ..	177,138,700.00	230,544,750.00	234,859,875.00	232,052,500.00	212,554,200.00
7	Norwich & Worcester,.....	1,200,000.00	1,200,000.00	1,200,000.00	1,200,000.00	1,200,000.00
	Total,.....	\$212,677,200.00	\$248,668,250.00	\$251,883,375.00	\$249,217,000.00	\$231,371,200.00

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	WORKING LIABILITIES.				
		1907.	1908.	1909.	1910.	1911.
1	Central New England,	\$1,275,267.50	\$2,153,419.36	\$2,429,596.35	\$3,117,472.58	\$773,088.65
2	Hartford & Connecticut Western,	212,398.46	227,811.70	227,699.20	228,176.70	228,536.70
3	New England,	1,959,978.24	.....	.....	.....	.....
4	New Haven & Northampton,	26,750.00	17.50	24,105.63	876.42	876.42
5	New London Northern,	4,248.81	4,358.80	4,457.14	4,277.14	68,947.15
6	New York, New Haven & Hartford, ..	17,083,649.32	11,116,815.87	14,847,904.82	15,928,772.23	36,047,889.06
7	Norwich & Worcester,	63,926.00	63,612.42	63,877.00	63,865.00	63,649.00
8	South Manchester,	24,005.81	24,633.16	26,483.33	30,011.51	40,554.55
	Total,	\$20,650,220.14	\$13,590,168.81	\$17,624,123.47	\$19,378,451.58	\$37,223,491.53

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	PROPERTY INVESTMENT, SECURITIES, AND OTHER INVESTMENTS.				
		1907.	1908.	1909.	1910.	1911.
1	Central New England,.....	\$19,085,519.10	\$19,638,534.30	\$19,830,270.35	\$20,477,955.30	\$19,761,672.51
2	Hartford & Connecticut Western,....	3,706,528.71	3,706,034.45	3,706,034.45	3,497,409.45	3,706,534.45
3	New England,.....	44,622,674.34	.....	.....	.....	.....
4	New Haven & Northampton,.....	7,165,810.97	7,129,436.17	7,917,815.83	7,956,351.22	7,984,705.97
5	New London Northern,.....	3,468,049.91	3,468,049.91	3,468,049.91	3,468,049.91	3,468,049.91
6	New York, New Haven & Hartford,...	253,268,630.89	282,030,195.40	295,317,190.81	387,023,469.67	404,711,839.58
7	Norwich & Worcester,.....	4,661,923.59	4,658,816.51	4,658,816.51	4,617,543.91	4,916,588.66
8	Ridgefield & New York, <i>a</i> ,.....	233,810.16	233,810.16	233,810.16	<i>b</i>.....	.....
9	South Manchester,.....	126,072.17	123,190.52	125,190.52	125,190.52	119,495.67
	Total,.....	\$336,339,019.84	\$320,978,067.42	\$335,247,178.54	\$427,165,969.98	\$444,668,886.75

a Projected road.*b* Charter expired July 1, 1909.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL OPERATING REVENUES.				
		1907.	1908.	1909.	1910.	1911.
1	Central New England,.....	\$2,153,366.54	\$2,108,786.96	\$2,530,213.49	\$3,022,720.19	\$3,218,255.01
2	New England,*.....	.....	.....	.....	.....	.....
3	New Haven & Northampton,*.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,086,877.09	997,956.78	1,090,174.13	1,083,759.11	1,102,277.25
5	New York, New Haven & Hartford,...	55,601,936.32	53,050,147.26	54,347,630.97	60,393,667.55	62,153,434.80
6	Norwich & Worcester,*.....	.....	.....	.....	.....	.....
7	South Manchester,.....	17,049.80	18,555.95	17,523.31	19,348.27	21,716.83
	Total,.....	\$58,859,229.75	\$56,175,446.95	\$57,985,541.90	\$64,819,495.12	\$66,495,683.89

* Included in N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL OPERATING EXPENSES.				
		1907.	1908.	1909.	1910.	1911.
1	Central New England,.....	\$2,594,413.46	\$1,705,169.75	\$1,599,183.42	\$1,733,232.66	\$1,898,715.12
2	New England,*.....	.....	.....	.....	.....	.....
3	New Haven & Northampton,*.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,007,396.59	876,857.39	846,778.27	891,297.32	910,250.32
5	New York, New Haven & Hartford,...	37,850,081.71	38,213,557.35	36,080,306.54	38,689,215.76	40,898,632.63
6	Norwich & Worcester,*.....	.....	.....	.....	.....	.....
7	South Manchester,.....	17,088.28	19,014.90	18,640.10	19,293.33	24,099.16
	Total,	\$41,458,980.04	\$40,814,599.39	\$38,544,908.33	\$41,333,039.07	\$43,731,697.23

*Included in N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	REVENUE FROM PASSENGERS.				
		1907.	1908.	1909.	1910.	1911.
1	Central New England,.....	\$295,236.59	\$331,320.49	\$328,199.49	\$337,955.81	\$349,958.64
2	New England,*.....	.....	.....	.....	.....	.....
3	New Haven & Northampton,*.....	.....	.....	.....	.....	.....
4	New London Northern,.....	204,660.59	217,187.17	209,735.31	194,331.55	202,891.69
5	New York, New Haven & Hartford, ..	22,363,434.51	23,003,115.93	22,852,741.77	24,885,864.74	26,212,670.51
6	Norwich & Worcester,*.....	.....	.....	.....	.....	.....
7	South Manchester,.....	4,247.65	3,765.92	3,495.54	3,950.39	3,710.68
	Total,.....	\$22,767,579.34	\$23,555,389.51	\$23,394,172.11	\$25,422,103.49	\$26,769,231.52

* Included in N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	REVENUE FROM FREIGHT.				
		1907.	1908.	1909.	1910.	1911.
1	Central New England.....	\$1,727,607.75	\$1,629,405.59	\$2,052,067.19	\$2,520,890.59	\$2,694,224.53
2	New England, * .....	.....	.....	.....	.....	.....
3	New Haven & Northampton, * .....	.....	.....	.....	.....	.....
4	New London Northern,	798,877.68	702,333.49	802,460.78	816,898.78	829,791.86
5	New York, New Haven & Hartford, .	27,687,484.56	25,281,434.85	26,595,969.67	30,110,588.30	30,329,092.32
6	Norwich & Worcester, * .....	.....	.....	.....	.....	.....
7	South Manchester,	12,679.30	14,666.68	13,905.42	15,275.73	17,884.75
	Total,	\$30,226,649.29	\$27,627,840.61	\$29,464,403.06	\$33,463,648.40	\$33,870,993.46

* Included in N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	NUMBER OF PASSENGERS CARRIED.				
		1907.	1908.	1909.	1910.	1911.
1	Central New England,	742,025	953,760	971,810	965,198	906,486
2	New England,* .....	.....	.....	.....	.....	.....
3	New Haven & Northampton,* .....	.....	.....	.....	.....	.....
4	New London Northern,	513,031	547,120	551,170	555,370	491,378
5	New York, New Haven & Hartford, ..	75,333,816	75,555,969	76,957,983	82,905,137	83,193,164
6	Norwich & Worcester,* .....	.....	.....	.....	.....	.....
7	South Manchester,	98,976	88,488	83,387	93,559	87,581
	Total,	76,687,838	77,145,337	77,564,350	84,519,264	84,678,609

* Included in N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TONS OF FREIGHT CARRIED.				
		1907.	1908.	1909.	1910.	1911.
1	Central New England,.....	2,707,186	2,595,843	3,790,061	4,489,193	5,053,907
2	New England,*.....	.....	.....	.....	.....	.....
3	New Haven & Northampton,*.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,775,596	1,636,916	1,759,706	1,802,560	1,857,343
5	New York, New Haven & Hartford,..	21,370,230	18,851,844	19,968,272	22,738,981	23,257,041
6	Norwich & Worcester,*.....	.....	.....	.....	.....	.....
7	South Manchester,.....	50,255	66,659	56,049	55,200	72,078
	Total,.....	25,903,267	23,151,262	25,574,088	29,085,934	30,240,369

* Included in N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID IN DIVIDENDS.				
		1907.	1908.	1909.	1910.	1911.
1	Central New England,.....					
2	Hartford & Connecticut Western,....	\$56,798.00	\$59,322.50	\$59,316.00	\$59,346.00	\$59,340.00
3	New England,.....	150,000.00				
4	New Haven & Northampton,.....	98,400.00	113,652.00	98,400.00	98,400.00	24,600.00
5	New London Northern,.....	135,000.00	135,000.00	135,000.00	135,000.00	135,000.00
6	New York, New Haven & Hartford, .	7,469,428.00	8,279,046.00	7,883,842.00	9,759,081.00	12,454,852.00
7	Norwich & Worcester,.....	240,000.00	240,000.00	240,000.00	240,000.00	240,000.00
8	South Manchester,					
	Total,	\$8,149,626.00	\$8,927,020.50	\$8,416,558.00	\$10,291,827.00	\$12,913,792.00

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID FOR INTEREST.				
		1907.	1908.	1909.	1910.	1911.
1	Central New England,	\$62,500.00	\$78,250.00	\$78,250.00	\$895,490.00	\$521,094.86
2	Hartford & Connecticut Western,	31,500.00	31,500.00	31,500.00	31,500.00	31,500.00
3	New England,	775,000.00	.....	.....	.....	.....
4	New Haven & Derby,	107,000.00	.....	.....	.....	.....
5	New Haven & Northampton, .....	.....	186,635.00	190,254.67	131,000.00	17,500.00
6	New London Northern,	68,120.00	68,120.00	68,120.00	68,100.00	60,000.00
7	New York, New Haven & Hartford, ..	4,244,301.24	8,851,263.05	10,058,953.73	10,255,420.69	9,903,296.61
8	Norwich & Worcester,	48,000.00	48,000.00	48,000.00	48,000.00	48,000.00
9	South Manchester, .....	.....	.....	.....	.....	.....
	Total,	\$5,336,421.24	\$9,263,768.05	\$10,475,078.40	\$11,429,510.69	\$10,581,391.47

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	ACCIDENTS TO PASSENGERS IN CONNECTICUT.							
		1907.		1908.		1909.		1910.	
		Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.
1	Central New England,.....		5		5				12
2	Hartford & Connecticut Western,†								
3	New Haven & Northampton,*								
4	New London Northern,.....		4	1	12		3	19	17
5	New York, New Haven & Hartford,.....	2	64	5	72	2	47	1	109
6	Norwich & Worcester,*								
7	South Manchester,.....								
	Total,.....	2	73	6	89	2	50	1	138

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. Ry. Co.

SUMMARY OF TABLES REFERRING TO STEAM RAILROADS.

	1910.	1911.	INCREASE.	DECREASE.
Capital stock outstanding,	\$162,541,025.00	\$197,322,100.00	\$34,781,075.00	.....
Capital stock in Connecticut,	45,682,600 00	66,017,500 00	20,334,900.00	\$.....
Funded debt,	249,217,000.00	231,371,200.00	.....	17,845,800.00
Working liabilities,	19,373,451.58	37,223,491.53	17,850,039.95	.....
Total stock, funded debt and working liabilities,	431,131,476.58	465,916,791.53	34,785,314.95	.....
Property investment, securities, other investments and working assets,	487,974,213.29	529,657,625.07	41,683,411.78	.....
Gross operating revenues,	64,819,495.12	66,495,683.89	1,676,188.68	.....
Operating expenses,	41,333,039.07	43,731,697.23	2,398,658.16	.....
Operating revenues,	23,486,456.05	22,763,986.66	.....	722,469.39
Paid for taxes,	4,120,556.79	3,787,834.24	.....	333,222.55
Paid for interest,	11,429,510.69	10,581,391.47	.....	848,119.22
Paid for dividends,	10,291,827.00	12,913,792.00	2,621,965.00	.....
Passengers revenue,	25,422,103.49	26,769,251.52	1,347,129.03	.....
Freight revenue,	33,463,648.40	33,870,993.46	407,345.06	.....
Paid for maintenance of way and structure,	7,831,751.39	7,737,436.18	.....	94,315.21
Paid for maintenance of equipment,	6,790,317.78	7,525,235.44	734,917.66	.....
	Mileage, etc.	Mileage, etc.	Increase.	Decrease.
Total length of main line and branches,	2,294.71	2,392.04	.....	2.67
Total of same in Connecticut,	1,002.39	1,001.03	.....	1.36
Total length of sidings,	1,538.66	1,656.02	17.36	.....
Total of same in Connecticut,	614.48	624.22	9.74	.....
Total 2d, 3d, 4th, 5th and 6th tracks,	978.29	1,009.68	31.39	.....
Total of same in Connecticut,	387.77	392.77	5.00	.....
Run by passenger trains,	16,414,106	16,658,639	444,533	.....
Run by freight trains,	8,229,812	8,495,635	265,823	.....
Run by other revenue trains,	288,851	293,711	4,860	.....
Run by non-revenue trains,	896,303	1,403,648	512,445	.....
Total run by all trains,	25,829,002	27,056,696	1,227,694	.....
Passengers carried 1 mile,	1,530,502 731	1,557,131.146	26,628,415	.....
Freight carried 1 mile,	2,409,926,451	2,488,497,243	78,570,792	.....
Number of passengers carried earning revenue,	84,519,264	84,678,609	159,345	.....
Number of tons of freight carried earning revenue,	29,085,934	30,240,369	1,154,435	.....
Highway grade crossings in Connecticut,	852	819	.....	33
Number of men employed,	35,364	34,767	.....	597
Number of engines in service,	1,298	1,314	16	.....
Number of passenger cars,	2,605	2,610	5	.....
Number of freight and other cars,	37,294	39,973	2,679	.....
Passengers injured — fatal, . . . . .	.....	1	1	.....
Passengers injured — not fatal,	66	138	72	.....
Employees injured — fatal,	24	30	6	.....
Employees injured — not fatal,	330	423	93	.....
Trespassers injured — fatal,	84	79	.....	5
Trespassers injured — not fatal,	51	41	.....	10
Others injured — fatal,	18	19	1	.....
Others injured — not fatal,	27	32	5	.....
Injured at grade crossings — fatal,	10	14	4	.....
Injured at grade crossings — not fatal,	15	22	7	.....

STREET RAILWAYS.

[Dec.,

TABLE No. 1.

[illegible]

TABLE No. 1 — CONCLUDED.

Number.	STREET RAILWAYS.	From —	To —	Length of road track (owned).	Length of second main track (owned).	Total length of main tracks (owned).	Length of sidings and turnouts (owned).	Total computed as single track (owned).	Main track operated under trackage rights.	Main track operated under lease or agreement.	Total main track operated.	Length of sidings and turnouts operated under trackage rights and lease or agreement.	Total computed as single tracks.
11	Shore Line Electric Ry. Co.,	Ivoryton,	Stony Creek,	31.750	.....	31.750	2.075	33.825	.....	.....	31.750	.....	33.825
12	So. Man. Light, Power & Tram. Co.,	So. Manchester,	Manchester,	a.762	.....	a.762	a.026	a.788	.....	.....	.....	.....	.....
13	West Shore Railway Co.,	Savin Rock	Woodmont,	a3.660	.....	a7.320	a.106	a7.426	.....	.....	.....	.....	.....
14	N. Y., N. H. & H. R. Co.,	.....	.....	70.042	12.398	83.040	4.418	87.458	.....	.....	.....	.....	.....
Total,	.....	.....	.....	6813.818	6174.753	6988.571	644.447	61,033.018	22,724	293,848	932,617	11,625	1,025,897

a Operated by The Connecticut Co.

b This mileage is arrived at as follows :

STREET RAILWAYS.		1st main track.	2d main track.	Total main tracks.	Sidings and turnouts.	Total computed as single track.
Owned by other than The Conn. and N. Y., N. H. & H. R. R. Companies,		335,617	77,131	443,748	22,843	465,591
Owned by The Conn. Co.		377,559	85,224	462,783	17,186	479,969
Owned by The N. Y., N. H. & H. R. R. Co. and showing termini, as follows:						
<i>a</i> Trolley Viaduct, New Haven,		217	217	434	020	454
<i>a</i> Tracts to Central Village,		15,947		15,947	9,216	25,163
<i>a</i> Middletown Station to Westfield,		3,517		3,517	235	3,752
<i>a</i> Westfield to Meriden,		6,849		6,849	124	7,073
<i>a</i> Berlin Br. to Cromwell,		1,991		1,921	124	2,045
<i>a</i> Burnside to Vernon,		8,272	8,224	16,496	322	16,818
<i>a</i> Vernon to Rockville,		4,440	363	4,803	817	5,620
<i>a</i> Berlin to Westfield,		5,988		5,988	420	6,408
<i>a</i> West Street, Rockville, to Melrose,		7,250		7,250	404	7,654
<i>a</i> West Thompson to Massachusetts State line,		5,910		5,910	613	6,523
<i>a</i> Suffield to Massachusetts State line,		4,706		4,706	203	4,914
<i>f</i> Milanus River to New York State line,		5,625	445	6,070	724	6,794
Total,		813,818	174,753	988,571	44,447	1,033,018

c This mileage is arrived at as follows:

		Length of first main track.	Length of second main track.	Main tracks operated under trackage rights, lease or agreement.	Total main tracks operated.
Operated by other than The Conn. and N. Y., N. H. & H. R. R. Companies,		194,903	8,359	23,970	227,232
Operated by The Conn. Co.		377,559	85,224	232,602	735,386
Operated by N. Y., N. H. & H. R. R. Co. as follows:					
Berlin to Westfield,		5,988			5,988
West Street, Rockville, to Melrose,		7,250			7,250
West Thompson to Massachusetts State line,		5,910			5,910
Suffield to Massachusetts State line,		4,706			4,706
Operated by N. Y. & Stamford Ry. Co.,		5,625	445		6,070
Total,		601,941	94,028	316,572	1,012,541

d Operated by The Connecticut Company.

e Operated by The N. Y., N. H. & H. R. R. Company.

f Leased to New York & Stamford Railway Company.

g Electrified steam railroad lines.

TABLE No. 2.

Number	1	2	3	4	5	6	7	8	9	10	11	12	13
	Capital authorized by charter.	Capital stock outstanding.	Bonds outstanding.	Floating indebtedness.	Total stock, bonds, and floating debt.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.	Cost of construction.	Cost of equipment.	Total cost of construction and equipment.	Cost of construction and equipment per mile of road owned.	Gross earnings from operation.	Operating expenses.
1	Brist. & Plain. Tram. Co.,	\$1,000,000	\$375,000	\$415,000	\$790,000.00	\$39,123.95	\$32,230.50	\$290,265.22	\$545,231.31	\$835,497.53	\$64,887.97	\$99,052.17	\$64,744.05
2	Conn. Ry. & Lig. Co.,	17,120,100	17,120,100	13,406,000	30,528,100.00	*73,933.59	*57,933.31	.....	.....	30,678,800.15	*132,576.79	.....	.....
3	The Connecticut Co.,	not fixed	40,000,000	.....	40,000,000.00	86,423.60	.....	.....	.....	41,831,241.14	90,390.62	7,615,065.44	5,287,225.97
4	Dan. & Bethel St. Ry. Co.,	622,000	320,000	300,000	773,000.00	21,239.33	19,958.75	484,537.36	301,704.55	786,241.91	52,308.02	140,427.78	97,252.99
5	The Gro. & Ston. St. Ry. Co.,	600,000	600,000	375,000	1,009,579.40	30,372.05	18,982.53	800,608.04	159,066.98	1,019,675.02	51,616.05	119,438.49	62,201.59
6	H. & Spr'g'd St. Ry. Co.,	1,000,000	785,000	961,000	1,786,000.00	17,463.84	21,379.31	1,306,519.13	478,428.65	1,784,947.78	39,709.62	217,214.71	133,845.36
7	N. L. & E. Lyme St. Ry.,	225,000	150,000	200,000	525,774.08	13,636.36	18,181.82	402,230.33	103,780.48	505,010.81	46,000.98	46,732.45	38,462.76
8	N.Y. & Stamford Ry. Co.,	500,000	500,000	700,000	1,612,906.50	24,740.22	34,636.32	853,767.68	697,746.85	1,556,514.53	77,017.05	329,135.21	222,656.71
9	Nor. & Western Ry. Co.,	700,000	618,200	750,000	258,526.42	28,630.37	34,722.22	995,454.64	314,247.69	1,309,702.33	60,634.35	84,521.75	72,430.96
10	Prov. & Danielson Ry. Co.,	1,000,000	1,000,000	600,000	1,600,000.00	38,323.86	22,997.32	1,066,996.96	558,026.90	1,625,023.86	62,255.31	93,561.18	90,561.79
11	Shore Line Elec. Ry. Co.,	1,000,000	89,500	2,000,000	2,536,311.07	2,818.89	62,992.13	1,758,195.24	491,802.23	2,278,997.56	71,716.45	52,379.45	46,252.44
12	S. Man. Lt. P. & Tram. Co.,	100,000	10,000	.....	63,575.23	13,123.36	.....	11,000.00	.....	.....	14,435.67	.....	.....
13	West Shore Ry. Co.,	200,000	80,000	107,056.57	217,056.57	10,928.96	4,698.38	209,707.93	8,091.47	217,799.40	23,754.02	.....	.....
Total,	\$ 24,068,100	61,647,800	19,737,000	1,679,529.27	83,064,229.27	\$62,360.52	\$18,953.62	\$8,271,238.53	\$3,658,127.20	\$4,439,452.02	\$85,415.67	\$8,797,523.63	6,115,694.62

* Includes gas and electric departments.

TABLE 3.

Number.	14	15	16	17	18	19	20	21	22	23	24	25	26
	Net earnings.	Income from other sources.	Gross income from all sources.	Gross earnings per mile operated.	Operating expenses per mile operated.	Net earnings per mile operated.	Operating expenses per cent. of gross earnings.	Operating exp. and taxes per cent. of gross earnings.	Car earnings per car mile.	Miscellaneous earnings per car mile.	Gross earnings per car mile.	Operating expenses per car mile.	Net earnings per car mile.
1 Bristol & Plainville Tramway Co.,	\$34,303.12	\$33,015.82	\$72,333.94	\$7,692.77	\$5,083.27	\$2,604.50	65.87	75.49	.2546	.0023	.2575	.1684	.0891
2 Connecticut Railway & Lighting Co.,			1,244,103.54										
3 The Connecticut Company, . .	2,327,839.47	148,415.12	2,476,254.59	10,081.04	6,999.38	3,081.66	69.43	74.93	.2677	.0059	.2736	.1900	.0836
4 Danbury & Bethel Street Railway Co.,	43,174.79		43,174.79	9,342.54	6,470.16	2,872.38	69.25	74.08	.2228	.0051	.2279	.1578	.0701
5 The Groton & Stonington St. Ry. Co.,	57,236.90		57,236.90	6,045.98	3,148.65	2,897.33	52.07	58.36	.2662	.0013	.2675	.1393	.1292
6 Hartford & Springfield St. Ry. Co.,	83,369.35		83,369.35	4,832.36	2,977.65	1,854.71	61.61	67.46	.2509	.0016	.2585	.1516	.1069
7 New London & East Lyme St. Ry.,	8,269.60		8,269.60	4,248.40	3,436.61	751.79	82.30	87.28	.2412	.0002	.2414	.1987	.0427
8 New York & Stamford Ry. Co., .	106,478.50	532.26	107,060.76	10,515.50	7,113.63	3,401.87	67.65	71.75	.3014	.0043	.3057	.2068	.0989
9 Norwich & Westerly Ry. Co., . .	12,090.79		12,090.79	3,910.68	2,837.09	473.59	85.69	89.75	.2447	.0009	.2456	.2105	.0851
10 Providence & Danielson Ry. Co.,	2,999.39	33,445.67	36,445.06	2,670.12	2,584.52	85.60	96.79	97.58	.1616	.0043	.1659	.1607	.0052
11 Shore Line Electric Ry. Co., . .	6,127.01		6,127.01	1,649.75	1,456.77	192.98	88.30	102.66	.1706	.0091	.1797	.1587	.0210
12 S. Manchester Ld., Pow. & Tram. Co.,		11,272.34	11,272.34										
13 The West Shore Ry. Co.,													
Total, \$	2,651,894.01	231,731.21	4,157,793.76	\$9,235.52	\$6,440.96	\$2,824.56	69.51	74.98	.2644	.0055	.2699	.1876	.0823

TABLE No. 4.

Number.	STREET RAILWAYS.	27 Car earnings per car hour.	28 Miscellaneous earnings per car hour.	29 Gross earnings per car hour.	30 Operating expenses per car hour.	31 Net earnings per car hour.	32 Operating expenses and taxes per car mile.	33 Operating expenses and taxes per car hour.	34 Taxes paid State.	35 Interest paid.
1	Bristol & Plainville Tramway Co.,	2.045	.0237	2.068	1.352	0.716	.1945	1.562	\$6,761.50	\$13,480.71
2	Connecticut Railway & Lighting Co.,									610,531.50
3	The Connecticut Co.,	2.480	.0050	2.530	1.760	0.770	.2050	1.900	354,798.88	
4	Danbury & Bethel Street Railway Co.,	2.005	.0046	2.051	1.420	0.631	.1688	1.519	6,526.72	23,368.87
5	The Groton & Stoughton Street Railway Co.,	3.324	.0167	3.341	1.740	1.601	.1551	1.950	7,461.19	20,644.04
6	Hartford & Springfield Street Ry. Co.,	3.179	.0021	3.200	1.972	1.228	.1667	2.159	11,883.00	49,286.36
7	New London & East Lyme Street Ry. Co.,	2.751	.0003	2.754	2.267	0.487	.2108	2.404	2,275.38	19,716.45
8	New York & Stamford Ry. Co.,	2.860	.0040	2.900	1.960	0.940	.2196	2.080	*1,903.44	49,037.87
9	Norwich and Westerly Railway Co.,	3.057	.0011	3.068	2.629	0.439	.2305	2.754	3,000.00	437,500.00
10	Providence & Danielson Railway Co.,	1.519	.0040	1.559	1.509	0.050	.1619	1.522	385.02	30,000.00
11	Shore Line Electric Railway Co.,	2.740	.0140	2.880	2.540	0.340	.1755	2.810	5,883.13	
12	South Manchester Light, Power & Tramway Co.,								\$196.59	3,214.52
13	The West Shore Railway Co.,									1,500.00
	Total,	2.485	.0052	2.537	1.764	0.773	.2024	1.902	\$401,149.35	\$863,280.32

*This amount paid to State of New York.

†This amount is shown as accrued and not paid.
‡\$110.00 of this amount was for taxes on capital stock of tramway company and balance on electric light and gas plant.

TABLE 5.

Number.	STREET RAILWAYS.	36 Dividend paid.	37 Passenger car mileage.	38 Freight, mail and express car mileage.	39 Total car mileage.	40 Total length of main track owned.	41 Total length of main track operated.	42 Passenger car hours.	43 Freight, mail and ex- press car hours.
1	Bristol & Plainville Tramway Company,.....	\$30,000.00	384,465	.....	384,465	12,876	12,876	47,869	.....
2	Connecticut Railway & Lighting Company,.....	634,804.00 (a)	.....	.....	.....	231,404	.....	.....	.....
3	The Connecticut Company,.....	1,000,000.00	27,113,933	716,618	27,830,551	462,783	755,335	2,916,238	94,295
4	Danbury & Bethel Street Railway Company,.....	12,800.00	616,025	.....	616,025	15,031	15,031	68,447	.....
5	The Groton & Stonington Street Railway Company,.....	22,000.00	421,912	24,568	446,480	19,755	19,755	32,648	3,095
6	Hartford & Springfield Street Railway Company,.....	14,250.00	810,686	29,135	839,821	44,950	44,950	60,310	7,560
7	New London & East Lyme Street Railway,.....	.....	171,905	21,597	193,502	11,000	11,000	15,089	1,878
8	New York & Stamford Railway Company,.....	15,000.00	1,076,320	.....	1,076,320	20,210	31,300	113,339	.....
9	Norwich & Westerly Railway Company,.....	.....	328,686	15,400	344,086	21,000	25,530	24,580	2,967
10	Providence & Danielson Railway Company,.....	.....	456,458	107,116	563,574	26,090	35,040	42,844	17,136
11	Shore Line Electric Railway Company,.....	.....	291,430	.....	291,430	31,750	31,750	18,147	.....
12	South Manchester Light, Power & Tramway Company,.....	.....	.....	.....	.....	762	.....	.....	.....
13	The West Shore Railway Company,.....	4,000.00	.....	.....	.....	7,320	.....	.....	.....
14	New York, New Haven & Hartford R. R. Co.,.....	.....	.....	.....	.....	83,040	.....	.....	.....
		\$1,752,854.00	31,671,820	914,434	32,586,254	988,571	982,617	3,339,531	126,931

(a) \$146,627.60 paid out of funds in hands of Colonial Trust Company as provided for in agreement dated Dec. 19, 1906. See income account.

TABLE 5 — CONTINUED.

Number.	STREET RAILWAYS.	44 Total car hours.	45 Fare passengers carried.	46 Fare passen- gers per mile run. Passenger.	47 Fare passen- gers per car hour. Passenger.	48 Fare passengers per mile of main track operated.	49 Average fare reve- nue pas- sengers.	50 Average fare all passengers (including transfer passengers).	51 Average number of employees during year.	52 ACCIDENTS.	
										Killed.	Injur'd.
1	Bristol & Plainville Tramway Company,.....	47,869	2,011,350	5.23	49.01	156,209	.04854	.04488	80	.....	4
2	Connecticut Railway & Lighting Company,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	The Connecticut Company,.....	3,010,553	144,524,444	5.33	49.56	191,325	.04927	.04123	4,568	54	1,923
4	Danbury & Bethel Street Railway Company,.....	68,447	2,760,190	4.48	40.32	183,638	.04970	.03770	80	1	5
5	The Groton & Stonington Street Railway Company,.....	35,743	2,270,670	5.38	69.55	114,941	.04070	.04590	40	.....	23
6	Hartford & Springfield Street Railway Company,.....	67,870	3,500,143	4.31	53.03	77,867	.06032	.05768	110	.....	17
7	New London & East Lyme Street Railway,.....	18,967	928,443	5.40	61.53	84,404	.04722	.....	18	1	3
8	New York & Stamford Railway Company,.....	113,339	6,467,840	6.00	57.06	206,640	.04980	.04512	219	.....	12
9	Norwich & Westerly Railway Company,.....	27,547	1,415,813	4.30	57.60	55,457	.04970	.04970	35	.....	.....
10	Providence & Danielson Railway Company,.....	59,980	1,320,264	2.89	30.81	37,678	.04740	.04690	71	.....	3
11	Shore Line Electric Railway Company,.....	18,147	1,008,027	3.44	55.26	31,591	.04952	.04952	46	1	7
12	South Manchester Light, Power & Tramway Company,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	The West Shore Railway Company,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3,468,462	166,202,184	5.24	49.79	175,043	.04947	.04187	5,267	57	2,002

SUMMARY OF TABLES REFERRING TO STREET RAILWAYS.

	1910	1911	Increase.	Decrease.
Capital stock outstanding,	\$61,215,800.00	\$61,647,800.00	\$432,000.00	
Bonds outstanding,	17,111,700.00	19,737,000.00	2,625,300.00	
Floating indebtedness,	795,384.93	1,679,529.27	884,144.35	
Cost of construction and equipment, .	78,996,117.40	84,439,452.02	5,443,334.62	
Gross operating revenue,	8,026,184.05	8,797,528.63	771,344.58	
Operating expenses,	4,995,738.18	6,115,634.62	1,119,896.44	
Net operating revenue,	3,030,445.87	2,681,894.01		\$348,551.86
Dividends,	1,354,704.00	1,782,854.00	428,150.00	
Interest paid,	808,750.42	863,280.32	54,529.90	
Taxes paid State,	239,302.18	401,149.35	161,847.17	
	Miles.	Miles.	Increase.	Decrease.
Length of first and second main tracks owned exclusive of sidings,	921.976	988.571	66.595	
Length of first and second main tracks owned including sidings,	962.211	1,033.018	70.807	
Miles run,	29,842,734	32,586,254	2,743,520	
Fare passengers carried,	151,631,091	166,202,184	14,571,093	
Number of employees,	4,950	5,267	317	
Number of persons injured fatally, .	39	57	18	
“ “ “ “ not fatally,	2,189	2,002		187

Names of Railroad Commissioners, Commencement of Term, and Residence.

Zaccheus W. Bissell,*	Sharon,	1858	
Moses B. Harvey,*	Stafford,	1853	
John Sewart,*	Chatham,	1853	resigned.
James N. Palmer,*	New Haven,	1854	to fill vacancy.
John Gould,*	Fairfield,	1854	
John S. Jewett,*	Sharon,	1855	
Henry Hammond,*	Killingly,	1856	
Patten Fitch,*	Bolton,	1857	
John Gould,*	Fairfield,	1858	
George D. Wadhams,*	Torrington,	1859	
Henry Hammond,*	Killingly,	1860	
Joseph W. Dudley,*	Madison,	1861	
John J. Jacques,*	Waterbury,	1862	to fill vacancy.
Abel Scranton,*	Madison,	1862	
Samuel Fitch,*	Stafford,	1863	
Abel Scranton,*	Madison,	1864	
William A. Cummings,*	Darien,	1865	
Samuel Fitch,*	Stafford,	1866	
Albert Austin,*	Suffield,	1867	
James Pike,*	Sterling,	1868	
Charles H. Denison,*	Stonington,	1869	resigned.
Simeon Gallup,*	Groton,	1870	to fill vacancy.
John I. Hutchinson,	Essex,	1870	
James Pike,*	Sterling,	1871	resigned.
Simeon Gallup,*	Groton,	1872	to fill vacancy.
Andrew Northrop,*	Brookfield,	1872	
Charles W. Scott,*	Sprague,	1873	to fill vacancy.
George W. Arnold,*	Haddam,	1873	
George M. Woodruff,	Litchfield,	1874	
Minott A. Osborn,*	New Haven,	1875	
George W. Arnold,*	Haddam,	1876	
George M. Woodruff,	Litchfield,	1877	
John W. Bacon,*	Danbury,	1877	to fill vacancy.
John W. Bacon,*	Danbury,	1878	
Francis A. Walker,*	New Haven,	1879	resigned Nov.
William H. Hayward,*	Colchester,	1880	to fill vacancy.
George M. Woodruff,	Litchfield,	1880	
John W. Bacon,*	Danbury,	1881	
William H. Hayward,*	Colchester,	1882	
George M. Woodruff,	Litchfield,	1883	
John W. Bacon,*	Danbury,	1884	
William H. Hayward,*	Colchester,	1885	
George M. Woodruff,	Litchfield,	1886	
William O. Seymour,*	Ridgefield,	1887	
George M. Woodruff,	Litchfield,	1889	
William H. Hayward,*	Colchester,	1889	
William O. Seymour,*	Ridgefield,	1891	
George M. Woodruff,	Litchfield,	1893	
Alex. C. Robertson,*	Montville,	1893	
William O. Seymour,*	Ridgefield,	1895	
Orsamus R. Fyler,*	Torrington,	1897	
Washington F. Willcox,*	Chester,	1897	
William O. Seymour,*	Ridgefield,	1899	
Orsamus R. Fyler,*	Torrington,	1901	
Washington F. Willcox,*	Chester,	1901	
William O. Seymour,*	Ridgefield,	1903	
Andrew F. Gates,	Hartford,	1905	
Orsamus R. Fyler,*	Torrington,	1905	
William O. Seymour,*	Ridgefield,	1907	
E. J. Doolittle,	Meriden,	1909	to fill vacancy.
Andrew F. Gates,	Hartford,	1909	res'd Oct. 1, 1910.
Richard T. Higgins,	Winsted,	1910	to fill vacancy.
Theodore B. Ford,	Bridgeport,	1911	to fill vacancy.

Clerk,.....HENRY F. BILLINGS,
HARTFORD, CONN.

OFFICE, Nos. 41 and 43 State Capitol, Hartford.

* Deceased.

RAILROAD RETURNS.

CENTRAL NEW ENGLAND RAILWAY CO.

History.

Exact name of common carrier making this report: Central New England Railway Company.

Date of organization: January 12, 1899.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: General railroad laws of the State of New York.

If a consolidated company, name the constituent companies. Give reference to the charters of each, and all amendments of same:

The Central New England Railway Company is the successor, through reorganization after foreclosure, of the Philadelphia, Reading and New England Railroad. Judgment of foreclosure and sale June 27, 1898. Purchase by reorganization committee, October 6, 1898. Certificate of incorporation, January 12, 1899.

The Philadelphia, Reading and New England Railroad Company was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Company, incorporated in New York, May 31, 1871, and the Central New England and Western Railroad Company, formed July 22, 1889, by consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie and Connecticut Railroad Company, date July 22, 1889, and August 1, 1892.

Under agreement dated June 7, 1907, the capital stock, franchises and property of the following constituent companies were merged with the Central New England Railway Company, effective June 25, 1907, upon the filing of the agreement in the offices of the secretary of state of the State of New York and of the clerk of Dutchess County.

The Poughkeepsie Bridge Railroad Company, organized under the general railroad laws of the State of New York, June 5, 1888.

The Dutchess County Railroad Company, organized under the general railroad laws of the State of New York, April 19, 1890.

The Newburgh, Dutchess and Connecticut Railroad Company, successor to the Dutchess and Columbia Railroad, organized January 8, 1877.

The Poughkeepsie and Eastern Railway Company, successor to the New York and Massachusetts Railway Company, organized April 13, 1893.

Date and authority for each consolidation: July 22, 1889 — August 1, 1892 — June 25, 1907. Railroad laws of the State of New York.

If a reorganized company, give names of original corporation and refer to laws under which it was organized.

Directors.

Name.	Post-office address.	Date of expiration of term.
C. S. MELLEN,	New Haven, Conn.	First Wednesday in
J. PIERPONT MORGAN,	New York, N. Y.	November.
GEO. MACCULLOCH MILLER,	" "	"
GEORGE J. BRUSH,	New Haven, Conn.	"
EDWIN MILNER,	Moosup, Conn.	"
WM. SKINNER,	Holyoke, Mass.	"
D. NEWTON BARNEY,	Farmington, Conn.	"
WM. ROCKEFELLER,	New York, N. Y.	"
JAMES S. ELTON,	Waterbury, Conn.	"
FREDERICK F. BREWSTER,	New Haven, Conn.	"
A. HEATON ROBERTSON,	" "	"

Principal Officers.

Title.	Name.	Official address.
Chairman of the Board,	C. S. MELLEN,	New Haven, Conn.
President,	C. S. MELLEN,	" "
Vice-President,	EDWIN MILNER,	Moosup, "
Vice-President,	H. M. KOCHERSPERGER,	New Haven, Conn.
Vice-President,	E. H. MCHENRY,	" "
Vice-President,	E. G. BUCKLAND,	" "
Vice-President,	BENJ. CAMPBELL,	" "
Secretary,	ARTHUR E. CLARK,	" "
Treasurer,	AUGUSTUS S. MAY,	" "
General Counsel,	E. D. ROBBINS,	" "
General Auditor,	J. M. TOMLINSON,	" "
Chief Engineer.	W. J. BACKES,	Hartford, "
General Superintendent,	O. M. LAING,	" "
Commissioner,	A. A. MAXWELL,	New Haven, Conn.

Officer to whom correspondence concerning this report should be addressed: J. M. Tomlinson, General Auditor, New Haven, Conn.

Transportation Corporations Controlled by Respondent.

Active Corporations: None.

Inactive Corporations: None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: November 2, 1910.

Date of last closing of stock books before end of year for which this report is made: Do not close.

Total number of stockholders of record (at this date): 44.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors?
No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1911? Yes. If control was so held, state:

The form of control, whether sole or joint: Sole.

The name of the controlling corporation or corporations: The New, York, New Haven & Hartford R. R. Co.

The manner in which control was established: Stock ownership.

The extent of control: 98.7%.

Whether control was direct or indirect: Direct (note).

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1911? No.

NOTE—While a controlling interest in the capital stock is owned by The New York, New Haven & Hartford Railroad Company, this company is not leased to or operated by that company; Central New England Railway Company operates its own road.

Road Operated—Entire Line.

Name.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
1. Central New England Ry.,	A Campbell Hall	West Salt Point	39.71	.....
" " "	B Rhinecliff Jct.	Silvernails	3.19	.....
" " "	B Po'keepsie Jct.	Hopewell Jct.	12.04	.....
" " "	B Dutchess Jct.	State Line	58.84	.....
" " "	B Poughkeepsie	Boston Corners	33.89	147.67
3. Hartford & Conn. Western,	Hartford	Rhinecliff	109.75	.....
" " "	Tariffville	Agawam Jct.	14.21	123.96
4. N. Y., N. H. & H. R. R.	Wicopee Jct.	Fishkill Land'g	1.65	1.65
5. Boston & Albany R.R.(N.Y.C. & H. R. R. Co., Lessee),	Agawam Jct.	Springfield	3.50	3.50
Total,			276.78	276.78

Road Jointly Owned or Road Jointly Leased.

None.

Road Operated—State of Connecticut.

Name.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
3. Hartford & Connecticut Western Railroad, . . .	Hartford, Conn.,	State Line, N. Y.,	67.25	.....
	Tariffville, Conn.,	Mass. State Line,	10.01	77.26
Total mileage operated,			77.26	77.26

Road Jointly Owned or Road Jointly Leased.

None.

Outside Operations and Other Properties.**A. OUTSIDE OPERATIONS.**

Designation.	Character of business.	Title. [Ownership, lease, etc.]	State or territory.
Maybrook Icing Plant,	Icing Refrigerator cars,	Ownership,	New York

B. OTHER PROPERTIES.

None.

Road or Tracks Acquired by Respondent through Lease or other Agreement.

Name of owning company.	Miles of line.	LEASE OR AGREEMENT.			
		Date.	TERM.		Concise summary of provisions.
			From —	To —	
Hartford & Conn. Western R. R. Co. .	123.96	Feb. 4, 1890	Aug. 30, 1890	Aug. 30, 1940	For 50 years. 2% on Capital Stock. All taxes, rates, charges, assessments, and interest on the bonds to be paid by the lessee.
New York, New Haven & Hartford R. R. Co.	1.65	Sept. 15, 1906	*	.....	Annual rental of \$1,000.00 and all taxes and assessments.

* No lease, simply an agreement.

Road or Tracks Assigned to Another Carrier through Lease or Other Agreement.

None.

Capital Stock.

Kind.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.
Common, .	48,000	\$100	\$4,800,000.00	\$4,800,000.00	\$4,800,000.00
Preferred, .	37,500	100	3,750,000.00	3,750,000.00	3,750,000.00
Total, .	85,500	....	\$8,550,000.00	\$8,550,000.00	\$8,550,000.00

Capital Stock — Continued.

	Total no. of shares outstanding.
*Issued for stock of Merged Lines — Common,	13,500
“ “ “ “ Preferred,	6,000
†Issued for Reorganization — Common,	34,500
“ “ Preferred,	31,500
Total,	85,500

Funded Debt.

Designation of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.
	Date of issue.	Date of ma- turity.			
Mortgage bonds:	Jan'y 1				
First Mortgage 50 year Gold Bonds	1911	1961	\$25,000,000.00	\$11,927,000.00	\$11,927,000.00
First Mortgage Bonds	1899	1919	1,250,000.00a	.....	.....
First Mortgage Bonds Dutchess Co. R. R.,	June 1				
	1890	1940	350,000.00	350,000.00	350,000.00
First Mortgage Bonds P. & E. Ry.	Nov. 1				
	1894	1934	500,000.00a	.....	.....
First Mortgage Bonds N. D. & C. R. R.	1877	1907	150,000.00a	.....	.....
General Mortgage Income Bonds	1899	1949	7,250,000.00b	40,000.00	40,000.00
N. D. & C. R. R. Income Bonds	1877	1977	1,625,000.00a	.....	.....
Total . . . . .			.....	\$12,317,000.00	\$12,317,000.00

a Bonds paid off during year.

b \$7,210,000.00 paid off during year.

INTEREST.

Rate.	When payable.	Amount accrued during the year.	Amount paid during the year.
4 per cent.	January and July,	\$205,399.44	\$205,399.44
5 “	February and August,	36,458.34	36,458.34
4½ “	June and December,	15,502.50	15,750.00
5 “	May and November,	14,236.11	18,402.78
5 “	April and October,	206,561.24	205,297.22
6 “	June and December,	39,787.08	39,787.08
		\$517,944.71	\$521,094.86

* Issued in exchange for stock of the Poughkeepsie Bridge Co., Dutchess County R. R. Co., Newburgh, Dutchess and Conn. R. R. Co., Poughkeepsie and Eastern Ry. Co.

† Issued in exchange for stock of the Philadelphia, Reading and New England R. R. Co.

Funded Debt—Continued.**EQUIPMENT TRUST OBLIGATIONS.**

None.

Recapitulation of Funded Debt.

Kind of bond or obligation.	Total par value outstanding.	Total par value not held by respondent	INTEREST.	
			Amount accrued during year chg. to income	Amount paid during year.
Mortgage Bonds, . . .	\$12,277,000.00	\$12,277,000.00	\$271,596.39	\$276,010.56
Income Bonds, . . .	40,000.00	40,000.00	246,348.32	245,084.30
Total, . . .	\$12,317,000.00	\$12,317,000.00	\$517,944.71	\$521,094.86

Purpose of the issue.	Total par value issued during the year.	Total par value outstanding.
Issued for Construction, . . . . .	.....	\$350,000.00
Issued for Refundment of Securities, . . .	\$11,927,000.00	11,927,000.00
Issued for Reorganization, . . . . .	.....	40,000.00
Total,	\$11,927,000.00	\$12,317,000.00

Recapitulation of Capitalization.

Account.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 158), . .	\$8,550,000.00	\$8,550,000.00	147.67	\$57,899.00
Funded Debt (p. 160), . .	12,317,000.00	12,317,000.00	147.67	83,409.00
Total,	\$20,867,000.00	\$20,867,000.00	147.67	\$141,308.00

Premium on Securities.

None.

Discount on Securities.

None.

Security for Funded Debt.

Designation of bond or obligation.	ROAD OR TRACKS MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities, and other property mortgaged.
	From	To	Miles.		
Central New England Ry. Co., First Mortgage 50 year Gold Bonds,	Campbell Hall, Dutchess Jct., Poughkeepsie,	Silvernails, N.Y. State Line, Boston Corners, Hopewell,	42.90 58.84 33.89 12.04		Road and all prop'rt'y.
Dutchess County R. R. Co. First Mortgage Bonds, . Central New England Ry. Co. General Mortgage Income Bonds,	" " Silvernails,	" " Campbell Hall,	147.67 12.04 42.90	\$80,768 29,069 932	
					Road.
					Road & Equipment.

Receiver's Certificates.

None.

Expenditures for Additions and Betterments During the Year.

Right of way and station grounds,	Cr. \$5,255.27
Real estate,	189.66
Widening cuts and fills,	1,053.76
Grade reductions and changes of line,	152,869.29
Bridges, trestles, and culverts,	17,869.13
Increased weight of rail,	3,497.47
Additional main tracks,	173,299.78
Sidings and spur tracks,	Cr. 1,575.89
Terminal yards,	94,419.18
Improvement of crossings under or over grade,	270.61
Elimination of grade crossings,	27,413.53
Block and other signal apparatus,	350.65
Station buildings and fixtures,	21,229.57
Roadway machinery and tools,	1,443.79
Shops, enginehouses, and turntables,	68.72
Shop machinery and tools,	48.79
Water and fuel stations,	2,057.73
Equipment,	76,832.24
Other additions and betterments,	Cr. 1,059.00
Total—entire line,	\$565,023.74

Road and Equipment—Investment Since June 30, 1907.

Account.	Expenditures for additions and betterments during year.	Total Expend- itures, July 1, 1907, to June 30, 1910.	Total Expend- itures July 1, 1907, to June 30, 1911.
I. Road:			
Engineering,	\$8,302.22	\$17,697.65	\$25,999.87
Right of Way and Station Grounds,	Cr. 5,267.76	102,051.76	96,784.00
Real Estate,		6,168.75	6,168.75
Grading,	217,279.32	368,183.74	585,463.06
Bridges, Trestles, and Culverts,	106,197.34	374,151.18	480,348.52
Ties,	22,112.79	32,209.72	54,322.51
Rails,	29,553.94	46,975.14	76,523.08
Frogs and Switches,	3,756.49	8,693.57	12,450.06
Track Fastenings and other Material,	4,375.39	9,275.52	13,650.91
Ballast,	45,019.56	16,826.14	61,845.70
Track Laying and Surfacing,	23,628.30	23,806.57	47,494.87
Fencing right of way,	613.29	410.61	1,023.90
Crossings and Signs,	Cr. 178.39	93.99	Cr. 84.40
Interlocking and other Signal Apparatus,	11,505.29	24,243.26	35,748.55
Station Buildings and Fixtures,	474.25	18,450.60	18,924.85
Shops, Enginehouses and Turntables,	509.15	976.88	1,486.03
Shop Machinery and Tools,	3.65		3.65
Water Stations,	625.72	19,650.07	20,275.79
Fuel Stations,	Cr. 16.70	6,430.13	6,413.43
Storage Warehouses,	1,462.09		1,462.09
Miscellaneous Structures,	17,270.89	Cr. 9,484.41	7,786.48
Transportation of Men and Material,		105.82	105.82
Total,	\$487,226.83	\$1,066,916.69	\$1,554,143.52

Road and Equipment—Investment Since June 30, 1907.

Account.	Expenditures for additions and betterments during year.	Total Expend- itures, July 1, 1907, to June 30, 1910.	Total Expend- itures, July 1, 1907, to June 30, 1911.
II. Equipment.			
Steam Locomotives,	\$77,514.19	\$111,652.08	\$189,166.27
Passenger-Train Cars,	9,853.06	96,892.34	106,745.40
Freight-Train Cars,	Cr. 5,720.43	Cr. 2,126.06	Cr. 7,846.49
Work Equipment,	Cr. 4,814.58	389.18	Cr. 4,425.40
Total,	\$76,832.24	\$206,807.54	\$283,639.78
III. General Expenditures, Other Expenditures,	\$964.67	.....	\$964.67
Total,	\$964.67	.....	\$964.67
Recapitulation.			
I. Road,	\$487,226.83	\$1,066,916.69	\$1,554,143.52
II. Equipment,	76,832.24	206,807.54	283,639.78
III. General Expenditures,	964.67	.....	964.67
Total—Entire Line,	\$565,023.74	\$1,273,724.23	\$1,838,747.97

Summary of Road and Equipment.**INVESTMENT TO JUNE 30, 1907:**

Road,	\$16,539,765.21
Equipment,	564,342.29
Investment since June 30, 1907,	1,838,747.97
Total,	<u>\$18,942,855.47</u>
Net total,	\$18,942,855.47
Cost per mile of line,	128,278.29

Income Account.**OPERATING INCOME:**

Rail operations:

Operating revenues,	\$3,218,255.01
Operating expenses,	<u>1,898,715.12</u>
Net operating revenue,	\$1,319,539.89

Outside operations:

Revenues,	\$2,195.20
Expenses,	<u>3,649.66</u>
Net deficit from outside operations,	1,454.46

Total net revenue,	\$1,318,085.43
Taxes accrued,	<u>162,169.37</u>
Operating income,	\$1,155,916.06

OTHER INCOME:

Other rents — credits:

Joint facilities,	\$15,492.84
Miscellaneous rents,	<u>13,522.84</u> — \$29,015.68

Dividends declared on stocks owned
or controlled,

21,866.67

Interest on other securities, loans,
and accounts,6,553.22

Total other income,	57,435.57
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Gross corporate income,	<u>\$1,213,351.63</u>
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DEDUCTIONS FROM GROSS CORPORATE INCOME:

Rents accrued for lease of other roads,	\$91,840.00
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Other rents — debits:

Hire and equipment — balance,	\$130,885.77
Joint facilities,	19,508.41
Miscellaneous rents,	<u>535.90</u> — 150,930.08

Interest accrued on funded debt,	517,944.71
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Other interest,	<u>96,284.84</u>
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Total deductions from gross corporate income,	856,999.63
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Net corporate income,	<u>\$356,352.00</u>
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Balance for year carried forward to credit of profit and loss,	\$356,352.00
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Profit and Loss Account.

Debit.	Credit.
Balance June 30, 1910, . \$1,112,462.55	Balance for year brought forward from Income Account, \$356,352.00
Deductions for Year :	Additions for Year :
Net amount charged off, on account of property abandoned, 39,210.02	Profit realized on sale of Central New England Ry. Income Bonds and Scrip, 8,439.46
Premium for calling Central New England Ry. First Mortgage Bonds due 1919, 62,500.00	Profit realized on sale of Central New England Ry. Preferred Stock, 2,700.00
	Miscellaneous, 9.20
	Balance Debit, June 30, 1911, carried to General Balance Sheet, 846,671.91
\$1,214,172.57	\$1,214,172.57

Operating Revenues.

I. REVENUE FROM TRANSPORTATION:

Freight revenue,	\$2,694,224.53
Passenger revenue,	349,958.64
Excess baggage revenue,	2,312.71
Mail revenue,	15,330.48
Express revenue,	30,258.99
Milk revenue (on passenger trains),	94,733.13
Other passenger-train revenue,	2,519.05
Total passenger service train revenue,	<u>\$495,113.00</u>
Switching revenue,	9,269.65
Special service train revenue,	2,198.36
Total revenue from transportation,	<u>\$3,200,805.54</u>

II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:

Station and train privileges,	\$796.52
Parcel-room receipts,	30.80
Storage—freight,	36.95
Storage—baggage,	89.70
Car service,	12,931.58
Rents of buildings and other property,	953.31
Miscellaneous,	2,610.61
Total revenue from operations other than transportation,	<u>\$17,449.47</u>
Total operating revenue—entire line,	<u>\$3,218,255.01</u>

Securities Owned — Stocks.

Name of corporation and security.	Pledged. Total par value.	DIVIDENDS DECLARED.	
		Rate.	Amount.
Hartford and Conn. Western R. R. Co.,	\$1,640,000.00a	2	\$21,866.67
Total,	\$1,640,000.00	2	\$21,866.67

a Sold during the year.

Railway Companies — Inactive.

None.

Other than Railway Companies — Active:

None.

Other than Railway Companies — Inactive:

None.

Securities Owned — Funded Debt.

Railway Companies — Active:

None.

Railway Companies — Inactive:

None.

Other than Railway Companies — Active:

None.

Other than Railway Companies — Inactive:

None.

Summary of Securities Owned.

STOCKS:

Stocks of railway companies — active, . . . a \$1,640,000.00 \$21,866.67

Total, \$1,640,000.00 \$21,866.67

a Stock sold during year.

FUNDED DEBT:

None.

MISCELLANEOUS SECURITIES:

None.

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the commission? No.

Sinking and Other Funds.

A. INCOME AND DISBURSEMENTS DURING THE YEAR.

None.

B. ASSETS ON JUNE 30, 1911.

None.

Reserves.

None.

Advances to Proprietary, Affiliated, and Controlled Companies.

Hartford and Connecticut Western R. R. Co., betterments, construction Springfield Branch, \$819,781.71

OBLIGATIONS FOR ADVANCES FROM OTHER COMPANIES.

None.

PROPERTY ABANDONED, CHARGEABLE TO OPERATING EXPENSES.

None.

Operating Expenses—Entire Line and State.

Account.	Entire line. Amount.	Ratio to Total of General Account.	Ratio to Total Operating Expenses.
I. Maintenance of Way and Structures :			
Superintendence,	\$26,769.48	4.39	1.41
Ballast,	19,842.98	3.25	1.04
Ties,	52,826.40	8.67	2.78
Rails,	21,760.10	3.57	1.15
Other Track Material,	22,701.09	3.72	1.20
Roadway and Track,	308,872.73	50.66	16.27
Removal of Snow, Sand and Ice,	4,733.09	.78	.25
Bridges, Trestles and Culverts,	97,264.00	15.95	5.12
Over and Under Grade Crossings,	5,253.67	.86	.28
Grade Crossings, Fences, Cattle Guards and Signs,	8,762.78	1.44	.46
Snow and Sand Fences and Snowsheds,	1,107.34	.18	.06
Signals and Interlocking Plants,	2,412.65	.40	.13
Telegraph and Telephone Lines,	3,451.79	.57	.18
Buildings, Fixtures and Grounds,	26,944.51	4.42	1.42
Docks and Wharves,	55.00	.01	.....
Roadway Tools and Supplies,	4,617.68	.76	.24
Injuries to Persons,	438.49	.07	.02
Stationery and Printing,	860.32	.14	.05
Maintaining Joint Tracks, Yards, and Other Facilities—Dr.,	5,293.08	.87	.28
Maintaining Joint Tracks, Yards, and Other Facilities—Cr.,	4,312.19	.71	.23
Total Maintenance of Way and Structures,	\$609,654.99	100.00	32.11
II. Maintenance of Equipment :			
Superintendence,	\$17,130.86	6.29	.90
Steam Locomotives—Repairs,	146,848.62	53.90	7.73
Steam Locomotives—Depreciation,	21,844.20	8.02	1.15
Passenger-Train Cars—Repairs,	12,961.00	4.76	.68
Passenger-Train Cars—Depreciation,	4,988.68	1.83	.26
Freight-Train Cars—Repairs,	56,201.76	20.63	2.96
Freight-Train Cars—Renewals,	494.04	.19	.03
Freight-Train Cars—Depreciation,	3,486.26	1.28	.18
Work Equipment—Repairs,	659.99	.24	.04
Work Equipment—Renewals,	2,420.38	.89	.13
Work Equipment—Depreciation,	1,228.42	.45	.07
Shop Machinery and Tools,	4,615.38	1.69	.24
Injuries to persons,	530.02	.19	.03
Stationery and Printing,	1,042.98	.38	.06
Maintaining Joint Equipment at Termi- nals—Dr.,	2,476.60	.91	.13
Maintaining Joint Equipment at Termi- nals—Cr.,	4,484.33	1.64	.24
Total Maintenance of Equipment,	\$272,444.86	100.00	14.35

Operating Expenses—Entire Line and State—Continued.

Account.	Entire line. Amount.	Ratio to Total of General Account.	Ratio to Total Operating Expenses.
III. Traffic Expenses:			
Superintendence,	\$10,254.69	49.58	.54
Advertising,	2,046.22	9.90	.11
Traffic Associations,	929.72	4.49	.05
Stationery and Printing,	7,450.44	36.03	.39
Total Traffic Expenses,	\$20,681.07	100.00	1.09
IV. Transportation Expenses:			
Superintendence,	\$22,162.15	2.36	1.17
Dispatching Trains,	11,999.60	1.28	.63
Station Employees,	167,925.12	17.88	8.84
Weighing and Car-Service Associations,	293.80	.03	.03
Station Supplies and Expenses,	8,186.35	.87	.43
Yardmasters and their Clerks,	27,608.04	2.94	1.45
Yard Conductors and Brakemen,	53,652.16	5.71	2.83
Yard Switch and Signal Tenders,	2,535.14	.27	.13
Yard Supplies and Expenses,	1,436.42	.15	.08
Yard Enginemen,	21,343.95	2.27	1.13
Enginehouse Expenses—Yard,	5,802.23	.62	.31
Fuel for Yard Locomotives,	32,452.38	3.45	1.71
Water for Yard Locomotives,	1,659.05	.18	.09
Lubricants for Yard Locomotives,	602.62	.06	.03
Other Supplies for Yard Locomotives,	755.61	.08	.04
Operating Joint Yards and Terminals—Dr.,	36,641.18	3.90	1.93
Operating Joint Yards and Terminals—Cr.,	138,013.45	14.69	7.27
Road Enginemen,	121,266.68	12.91	6.39
Enginehouse Expenses—Road,	29,283.39	3.12	1.54
Fuel for Road Locomotives,	251,519.28	26.77	13.25
Water for Road Locomotives,	13,090.14	1.39	.69
Lubricants for Road Locomotives,	4,437.43	.48	.24
Other Supplies for Road Locomotives,	4,640.00	.49	.24
Road Trainmen,	143,605.20	15.29	7.57
Train Supplies and Expenses,	12,257.69	1.30	.64
Interlockers, Block and Other Signals— Operation,	18,759.03	1.99	.98
Crossing Flagmen and Gatemen,	11,084.63	1.18	.58
Clearing Wrecks,	1,752.99	.19	.09
Telegraph and Telephone—Operation,	2,522.49	.27	.13
Operating Floating Equipment,	4,097.59	.44	.22
Stationery and Printing,	8,552.53	.91	.45
Other Expenses,	267.21	.03	.01
Loss and Damage—Freight,	11,241.33	1.20	.59
Loss and Damage—Baggage,	17.50	.....	.....
Damage to Property,	8,468.66	.90	.45
Damage to Stock on Right of Way,	917.73	.10	.05
Injuries to Persons,	32,625.92	3.47	1.72
Operating Joint Tracks and Facilities—Dr.,	2,317.87	.25	.12
Operating Joint Tracks and Facilities—Cr.,	337.47	.04	.02
Total Transportation Expenses,	\$939,430.17	100.00	49.48
V. General Expenses:			
Salaries and Expenses of General Officers,	\$2,985.66	5.28	.16
Salaries and Expenses of Clerks and Attendants,	20,016.97	35.43	1.05
General Office Supplies and Expenses,	757.95	1.34	.04

Operating Expenses—Entire Line and State — Concluded.

Account.	Entire line. Amount.	Ratio to Total of General Account.	Ratio to Total Operating Expenses.
General Expenses — Continued :			
Law Expenses,	\$1,582.45	2.80	.08
Insurance,	5,885.77	10.42	.31
Stationery and Printing,	19,134.57	33.86	1.01
Other Expenses,	6,140.66	10.87	.32
Total General Expenses,	\$56,504.03	100.00	.297
Recapitulation of Expenses:			
Maintenance of Way and Structures,	\$609,654.99	.....	32.11
Maintenance of Equipment,	272,444.86	.....	14.35
Traffic Expenses,	20,681.07	.....	1.09
Transportation Expenses,	939,430.17	.....	49.48
General Expenses,	56,504.03	.....	2.97
Total operating expenses,	\$1,898,715.12	.....	100.00

Ratio of operating expenses to operating revenues, 58.99 per cent.

Summary of Revenues and Expenses of Outside Operations and Other Properties.**A. OUTSIDE OPERATIONS.**

Designation.	Revenues.	Expenses.	Net deficit.
Maybrook Icing Plant,	\$2,195.20	\$3,649.66	\$1,454.46
Total,	\$2,195.20	\$3,649.66	\$1,454.46

B. OTHER PROPERTIES.

None.

Rents Receivable.**1. FROM JOINT FACILITIES.**

Facility leased.	Location.	Name of lessee.	Amount.
Joint tracks :	Between Hopewell and Poughkeepsie, N. Y.,	New York, New Haven & Hartford R. R. Co.,	\$3,887.74
Joint Yards and Terminals :	Campbell Hall, Trans. (Maybrook, N. Y.,)	Erie R. R. Co.,	5,943.55
	Campbell Hall, Trans. (Maybrook, N. Y.,)	Lehigh & Hudson River Ry. Co.,	3,190.66
	Campbell Hall, Trans. (Maybrook, N. Y.,)	New York, New Haven & Hartford R. R. Co.,	2,338.52
	Campbell Hall, Trans. (Maybrook, N. Y.,)	New York, Ontario & Western Ry. Co.,	132.37
Total,			\$15,492.84

Rents Receivable—Continued.**2. FROM LEASE OF ROAD.**

None.

3. MISCELLANEOUS RENTS.

Amount, \$13,522.84

NOTE—This amount covers rents received from a large number of tenants in amounts from \$1.00 up.

Miscellaneous Income.

None.

Rents Payable.**1. FOR JOINT FACILITIES.**

Facility leased.	Location.	Name of lessor.	Amount.
Joint Tracks :	Between Agawam Jct. and Springfield, Mass.	Boston & Albany R. R. Co. (N. Y. C. & H. R. R. Co. Lessee),	\$11,250.00
Joint Yards and Terminals :	Springfield, Mass.,	Boston & Albany R. R. Co. (N. Y. C. & H. R. R. Co. Lessee),	5,004.13
	Campbell Hall, N. Y.,	New York, Ontario & Western Ry. Co.,	852.84
	Campbell Hall Tfr. (Maybrook, N. Y.,)	Lehigh & Hudson River Ry. Co.,	21.00
	Winsted, Conn.,	New York, New Haven & Hartford R. R. Co.	2,380.44
Total,			\$19,508.41

2. FOR LEASE OF ROAD.

Road leased.	Guaranteed interest on bonds.	Guaranteed dividends on stock.	Cash.	Total.
Hartford & Conn. Western R. R. Co.,	\$31,500.00	\$59,340.00		\$90,840.00
New York, New Haven & Hartford R. R. Co.,			\$1,000.00	1,000.00
Total,	\$31,500.00	\$59,340.00	\$1,000.00	\$91,840.00

Rents Payable.—Continued.**3. MISCELLANEOUS RENTS.**

Description of property, miscellaneous; location, various; name of lessor, various; amount, \$535.90.

Other Deductions from Income.

None.

Separately Operated Properties.

None.

Hire of Equipment.**A. EQUIPMENT LEASED.**

None.

B. EQUIPMENT INTERCHANGED.

Kind of equipment.	BASIS OF COMPENSATION.				Total compensation.
	Number locomotive-days or car-days.	Rate.	Number locomotive-miles or car-miles.	Rate.	
I. Accrued on equipment borrowed:					
Passenger-train cars,	35	Various	227,105	Various	\$3,554.39
Freight train cars,	463,148	Various			151,950.85
Freight reclaims,					849.00
Total,	463,184		227,105		\$156,354.24
II. Accrued on equipment loaned:					
Passenger locomotives,	1,301	Various			\$409.51
Freight locomotives,	1,464	Various			3,442.32
Work locomotives,	361	Various			2,783.47
Passenger-train cars,			295,438	Various	5,084.73
Freight-train cars,	30,457	Various			9,974.38
Freight reclaims,					7,865.16
Work cars,	604	Various			180.00
Total,	34,187		295,438		\$29,741.57

Mileage Paid on Private Cars for Year Ending June 30, 1911.

Name of Owner.		6/10c. Rate.	3/4c. Rate.	Amount.
Abunathy Furniture Co.,	Furn.,	2.00		\$1.20
Armour Refrig. Line,	Refrig.,		115,997	870.38
American Cotton Oil Co.,	Tank,		3,548	26.61
Arms Palace Horse Car Co.,	Stock,	9.07		5.44
American Refrigerator Transit Co.,	Refrig.,		4,894	36.71
Atlantic Seaboard Despatch,	Refrig.,		240	1.80
Balto Tank Line,	Tank,		195	1.46
Berwind-White Coal Mining Co.,	Coal,	923.41		554.05
Bulah Coal Co.,	Coal,	160.86		96.53
Barrett Mfg. Co.,			600	4.50
Bells Gap,		8.80		5.28
Continental Refining Co.,	Tank,		40	.30
Cold Blast Transportation Co.,	Refrig.,		3,749	28.11
Cudahy Milwaukee Refrig. Line,	Refrig.,		280	2.10
Cudahy Refrigerator Line,	Refrig.,		67,252	504.38
Chicago Refrigerator Car Co.,	Refrig.,		4,280	32.10
Chicago, New York & Boston Refrigerator Co.,	Refrig.,		1,330	9.98
Cornplanter's Tank Line,	Tank,		1,045	7.83
Columbia Tank Line,	Tank,		440	3.30
Crescent Tank Line,	Tank,		26	.20
Cedar Rapids Refrig. Line,	Refrig.,		80	.60
Cincinnati Refrig. Line,	Refrig.,		80	.60
Dairy Shipper's Despatch,	Refrig.,		3,420	25.65
Doud Stock Car Co.,	Stock,	2.40		1.44
Emery Manufacturing Co.,	Tank,		80	.60
E. Jersey R. R. & Term. Co.,	Tank,		9,360	70.20
Focke's, William Sons Co.,			80	.60
German-American Car Lines,	Tank,		800	6.00
Gulf Refining Co.,	Tank,		295	2.21
Heinz, H. J. & Co.,	Refrig.,		1,000	7.50
Heinz Food Product Co.,	Refrig.,		280	2.10
Indian Refining Co.,	Tank,		8,310	62.32
Jamison Coal & Coke Co.,	Coal,	12.85		7.71
Kingan Refrig. Line,	Refrig.,		934	7.01
Kentucky Refining Co.,	Tank,		2,731	20.48
Kellogg, Spencer,	Tank,		320	2.40
Keystone Coal & Coke Co.,	Coal,	57.57		34.55
Live Poultry Trans. Co.,	Poultry,		80	.60
Lackawanna Live Stock Trans. Co.,	Stock,	1.60		.96
Libby, McNeil & Libby,	Refrig.,		160	1.20
Loyal Hanna Coal & Coke Co.,	Coal,	7.76		4.66
Louisville Cotton Oil Co.,	Tank,		40	.30
Lipe, F. W.,	Box,	4.08		2.45
Merchant's Despatch Trans. Co.,	Refrig.,		12,757	95.67
Milwaukee Refrig. Trans. Co.,	Refrig.,		9,987	74.92
Morris & Co.,	Refrig.,		19,560	146.70
Missouri River Despatch,	Refrig.,		1,400	10.50
Morrisdale Coal Co.,	Coal,	19.20		11.52
Mather Horse & Stock Car Co.,	Stock,	28.64		17.18
Carried forward,		1,238.24	275,670	\$2,810.89

Car Mileage — Continued.

Name of owner.		6/10c. Rate.	3/4c. Rate.	Amount.
<i>Brought forward,</i>		1,238.24	275,670	\$2,810.89
Morton Gregson Car Line,			40	.30
Midland Linseed Oil Co.,	Tank,		40	.30
National Car Line Co.,	Box,	1.20		.72
National Car Line Co.,	Refrig.,		200	1.50
Penn. Coal & Coke Co.,	Coal,	29.70		17.81
Penn. Gas & Coal Co.,	Coal,	76.12		45.65
Pacific Fruit Express,	Refrig.,		8,219	61.66
Proctor & Gamble,	Tank,		600	4.50
Pittsburgh Buffalo Co.,		.40		.24
Pittsburgh Coal Co.,	Coal,	4.08		2.45
Republic Refining Co.,	Tank,		120	.90
St. Louis Refrig. Car Co.,	Refrig.,		13,298	99.74
Swift Refrig. Trans. Co.,	Refrig.,		96,469	723.52
Santa Fe Refrigerator Despatch,	Refrig.,		8,848	66.38
Susquehanna Coal Co.,	Coal,	19.60		11.76
Sterling Coal Co.,	Coal,	8.00		4.80
Streets Western Stable Car Line,	Stock,	18.70		11.22
Seaboard Refining Co.,	Tank,		120	.90
Southport Extract Co.,	Tank,		320	2.40
Shippers Refrig. Car Co.,	Refrig.,		840	6.30
Spears Alden Sons Tank Line,	Tank,		120	.90
Southern Extract Co.,	Tank,		400	3.00
Texas Co.,	Tank,		640	4.80
Tanners & Dyers' Extract Co.,	Tank,		2,600	19.50
Union Petroleum Co.,	Tank,		360	2.70
Union Tank Line,	Tank,		19,521	146.39
Union Refrig. Trans. Co.,	Refrig.,		2,704	20.28
Venice Transportation Co.,		.40		.24
Valvoline Oil Works,	Tank,		7,160	53.70
Westmoreland Coal Co.,	Coal,	223.16		133.87
Wood Products Co.,	Tank,		1,160	8.70
Western Heater Co.,	Heater,	1.60		.96
Waverly Oil Works,	Tank,		120	.90
White City Refrig. Despatch,	Refrig.,		348	2.62
Wilburine Oil Works,	Tank,		80	.60
Total,		1,621.20	439,997	\$4,273.10

Recapitulation of Hire of Equipment.

Account.	Amount receivable.	Amount payable.
Equipment interchanged,	\$29,741.57	\$156,354.24
Private Cars,		4,273.10
Total,	\$29,741.57	\$160,627.34
Balance,		\$130,885.77

Taxes and Assessments.

A. FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.

State or Territory.	AD VALOREM TAX.		SPECIFIC TAX.	On property owned, not used in operation, and miscellaneous.	Internal Revenue U. S. Government.	Total.
	On the value of real and personal property.	On the value of stocks or bonds, or on valuation based on earn- ings, dividends, or other results of operation.	On gross or net earnings, revenue, or dividends.			
New York, . .	\$84,693.47	\$1,776.69 Cr. 3,684.86a	\$1,069.94	\$59,835.00		\$143,690.24
Connecticut, .	569.66	11,070.35	.....	80.62		11,720.63
Massachusetts, .	9.60	750.42	.....	.....		760.02
U. S. Government, .....			.....	.....	\$5,998.48	5,998.48
Total, . .	\$85,272.73	\$9,912.60	\$1,069.94	\$59,915.62	\$5,998.48	\$162,169.37

a Credit by State of New York for overpayment of taxes in prior years.

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. Adjustments in the book value of securities owned, and reasons therefor; 10. All other important financial changes:

No. 1. None.

No. 2. The decrease of 1.75 miles in first track is accounted for as follows:

P. & E. Jct. to Vassar Coal Trestle, Poughkeepsie, N. Y., abandoned,	1.39
Poughkeepsie Jct. and Scotchman's Cut, abandoned, . . . . .	.01
Briggs Siding and Fishkill Plains, abandoned, . . . . .	.29
Manchester Bridge and Poughkeepsie Jct., abandoned, . . . . .	.06—1.75

The increase of 7.21 miles of second track is accounted for as follows:

Poughkeepsie Jct. and Scotchman's Cut, . . . . .	.88
Fishkill Plains and Manchester Bridge,	6.33—7.21

New sidings and yard tracks, 6.19

Net increase, 11.65

No. 3. None.

No. 4. None.

No. 5. None.

No. 6. None.

No. 7. Funded debt issued during year:

First mortgage 50-year gold bonds, \$11,927,000.00

Funded debt paid off during year:

C. N. E. Ry., first mortgage bonds, due 1919,	\$1,250,000.00
P. & E. Ry., first mortgage bonds, due 1934,	500,000.00
N., D. & C. R. R., first mortgage bonds, due 1907,	150,000.00
C. N. E., general mortgage income bonds, due 1949,	7,210,000.00
N., D. & C. R. R., income bonds, due 1977,	1,164,500.00

\$10,274,500.00

No. 8. The following securities of other companies have been disposed of during the year:

	Stocks	Par Value	Book Value
Hartford and Conn. Western R. R. Co.,		\$1,640,000.00	\$1,150,063.00
No. 9. None.			
No. 10. None.			

Comparative General Balance Sheet.

JUNE 30, 1910.		ASSETS.	JUNE 30, 1911.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		Property Investment:			
		I. Road and Equipment—			
\$16,589,765.21		Investment to June 30, 1907, . .	\$16,539,765.21		
564,342.29	\$17,104,107.50	(a) Road—page 163,	564,342.29	\$17,104,107.50	
		(b) Equipment—page 163,			
1,066,916.69		Investment since June 30, 1907, . .	1,554,143.52		\$487,226.83
206,807.54		(a) Road—page 162,	283,639.78		76,682.24
	1,273,724.23	(b) Equipment—page 162,	964.67	1,838,747.97	964.67
		(c) General Expenditures—p. 162			
	\$18,377,831.73	Total,		\$18,942,855.47	\$565,023.74
		II. Securities —			
		Securities of proprietary, affili-			
		ated, and controlled com-			
	1,150,063.00	panies—pledged—			*
		(a) Stocks—page 165,			1,150,063.00
	150,000.00	Securities issued or assumed—			
		pledged—			
		(b) Funded debt—page 159, . .			*150,000.00
	\$1,300,063.00	Total,			*
		III. Other Investments—			1,300,063.00
	800,060.57	Advances to proprietary, affili-			
		ated, and controlled com-			
		panies for construction, equip-			
		ment and betterments—Page 166		819,781.71	19,721.14
	\$800,060.57	Total,		\$819,781.71	\$19,721.14
		Working Assets;			
	\$570,123.38	Cash,		\$655,805.68	\$85,682.30
	181,493.35	Traffic and car-service balances			
		due from other companies, . .		87,707.28	* 93,786.07
	61,792.48	Net balance due from agents			
		and conductors,		79,251.52	17,459.04
	297,999.57	Miscellaneous accounts receiv-			
		able,		48,068.34	*249,931.23
	237,591.55	Materials and supplies,		251,686.56	14,095.01
	\$1,349,000.33	Total,		\$1,122,519.38	\$226,480.95
		Accrued Income Not Due:			
	10,933.33	Unmatured interest, dividends,			
		and rents receivable,			*10,933.33
		Deferred Debit Items:			
	1,065.00	Working funds,		1,075.00	10.00
	3,026.03	Rents and insurance paid in ad-			
		vance,		2,905.13	*120.90
	41,400.00	Special deposits,		148,154.95	106,754.95
	47,933.75	Other deferred debit items, . .			*47,933.75
	\$93,424.78	Total,		\$152,135.08	\$58,710.30
		Profit and Loss:			
	\$1,112,462.55	Balance—page 164,		846,671.91	*265,790.64
	\$23,043,776.29	Grand Total,		\$21,883,963.55	\$1,159,812.74

* Decrease.

Comparative General Balance Sheet — *Continued.*

JUNE 30, 1910.		LIABILITIES.	JUNE 30, 1911.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		Stock:			
		Capital stock—page 153, .			
\$4,800,000.00		(a) Common stock, not held by company, .	\$4,800,000.00		
3,750,000.00	8,550,000.00	(b) Preferred stock, not held by company, .	3,750,000.00	8,550,000.00	
		(d) Receipts outstanding for installments paid, .			
	\$8,550,000.00	Total,		\$8,550,000.00	
		Mortgage, Bonded and Secured Debt:			
		Funded debt—page 160, .			
\$2,250,000.00		(a) Mortgage bonds, not held by company, .	\$12,277,000.00		10,027,000.00
* 252,388.96		(b) Collateral trust bonds, not held by company, .			+252,388.96
8,414,500.00		(d) Income bonds, not held by company, .	40,000.00		+8,874,500.00
	\$10,916,888.96	(g) Receipts outstanding for funded debt, .		\$12,317,000.00	
		Obligations for advances received for construction:			
	209,125.00	Equipment and betterments—page			+209,125.00
	\$11,126,013.96	Total,		\$12,317,000.00	\$1,190,986.04
		Working Liabilities:			+
	\$2,340,000.00	Loans and bills payable, .		\$128,270.83	\$2,211,729.67
	59,252.46	Traffic and car-service balances due to other companies, .		117,003.67	\$57,751.21
	173,290.61	Audited vouchers and wages unpaid, .		205,885.31	32,594.70
	48,530.55	Miscellaneous accounts payable, .		82,669.34	34,148.79
	244,020.00	Matured interest, dividends, and rents unpaid, . . .		239,260.00	+4,760.00
	\$2,865,083.62	Total,		\$773,088.65	\$2,091,994.97
		Accrued Liabilities Not Due:			+
	\$451,431.94	Unmatured interest, dividends, and rents payable, .		\$28,918.07	+422,568.87
	\$451,481.94	Total,		\$28,913.07	+422,568.87
		Deferred Credit Items:			
	\$51,196.77	Other deferred credit items, .		\$5,836.83	+45,359.94
	\$51,196.77	Total,		\$5,836.83	+45,359.94
		Equipment and personal property leased,		209,125.00	\$209,125.00
					+
	\$23,043,776.29	Grand Total,		\$21,883,963.55	\$1,159,812.74

* This item was included in B34, "Loans and Bills Payable," in last year's report.

† Decrease.

Contracts, Agreements, Etc.

1. Express companies; 2. Mails; 3. Sleeping, parlor, or dining car companies; 4. Freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts.

No. 1. None.

No. 2. None.

No. 3. None.

No. 4. None.

No. 5. None.

No. 6. None.

No. 7. None.

No. 8. None.

No. 9. None, except side track and other minor contracts.

Employees and Salaries.

Class.	No. on June 30.	Total No. of days worked.	Total yearly compensation.	Average daily compensation.
General Officers.	1	365	\$1,590.00	\$4.11
Other Officers.	14	5,647	29,885.29	5.29
General Office Clerks.	33	10,014	18,872.18	1.88
Station Agents.	54	19,426	43,722.50	2.25
Other Station Men.	194	61,423	112,008.09	1.81
Enginemen.	56	21,303	95,675.85	4.49
Firemen.	58	20,881	52,987.14	2.54
Conductors.	49	17,707	68,633.37	3.88
Other Trainmen.	152	48,040	134,300.63	2.75
Machinists.	33	11,567	34,154.14	2.95
Carpenters.	43	15,988	41,048.18	2.57
Other Shopmen.	114	35,769	85,364.26	2.39
Section Foremen.	55	17,724	44,615.56	2.52
Other Trackmen.	228	61,422	98,787.57	1.61
Switch Tenders, Crossing Tenders and Watchmen.	99	32,846	50,959.91	1.55
Telegraph Operators and Dispatchers.	50	14,523	37,086.04	2.55
All other Employees and Laborers.	264	89,711	177,253.14	1.98
Total (including "General Officers"),	1,497	484,356	\$1,126,853.85	\$2.33
Less "General Officers,"	1	365	1,500.00	
Total (excluding "General Officers").	1,496	483,991	\$1,125,353.85	\$2.33
Distribution of Above:				
Maintenance of Way and Structures.	449	132,737	\$265,133.40	\$2.00
Maintenance of Equipment.	329	107,761	234,558.57	2.18
Traffic Expenses.	.....	2,361	7,625.71	3.23
Transportation Expenses.	605	230,085	596,575.07	2.58
General Expenses.	35	10,619	21,572.18	2.03
Outside Operations.	79	793	1,388.92	1.75
Total (including "General Officers").	1,497	484,356	\$1,126,853.85	\$2.33
Less "General Officers",	1	365	1,500.00	
Total (excluding "General Officers").	1,496	483,991	\$1,125,353.85	\$2.33
Total (including "General Officers"),— Entire Line.	1,497	484,356	\$1,126,853.85	\$2.33

Traffic and Mileage Statistics — Entire Line.

Item.	No. passengers, tonnage, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	906,486			
No. of passengers carried one mile,	14,802,327			
No. of passengers carried 1 mile per mile of rd.	53,446			
Average distance carried, miles,	16.83			
Total passenger revenue,		349,958	64	
Average amt received from each passenger,			38	6.06
Average receipts per passenger per mile,			02	3.64
Total passenger service train revenue,		495,113	00	
Passenger service train rev'nue per mile of rd.		1,787	67	
Passenger service train rev'nue per train mile,			77	9.39
Freight Traffic:				
No. of tons carried of freight earning revenue,	5,053,907			
No. of tons carried one mile,	229,405,029			
No. of tons carried one mile per mile of road,	828,297			
Average distance haul of one ton, miles,	45.89			
Total freight revenue,		2,694,224	53	
Average amt received for each ton of freight,			53	3.09
Average receipts per ton per mile,			01	1.74
Freight revenue per mile of road,		9,727	85	
Freight revenue per train mile,			3	19 2.44
Total Traffic:				
Operating revenues,		3,218,255	01	
Operating revenues per mile of road,		11,619	93	
Operating revenues per train mile,			28	8.41
Operating expenses,		1,898,715	12	
Operating expenses per mile of road,		6,855	56	
Operating expenses per train mile,			1	35 0.12
Net operating revenue,		1,319,539	89	
Net operating revenue per mile of road,		4,764	37	
Average number of passengers per car mile.				
Average No. of passengers per train mile,	8			
Average No. of passenger cars per train mile,	23			
Average No. of passenger cars per train mile,	2.86			
Average No. tons freight per loaded car mile,	20.66			
Average No. of tons of freight per train mile,	271.83			
Average No. of freight cars per train mile,	21.15			
Average No. of loaded cars per train mile,	13.16			
Average No. of empty cars per train mile,	7.22			
Average mileage operated during year,	276.96			

Traffic and Mileage Statistics—Entire Line.

LOCOMOTIVE MILEAGE.

REVENUE SERVICE—

Freight locomotive-miles,	770,764	
Passenger locomotive-miles,	559,037	
Mixed locomotive-miles,	73,861	
Special locomotive-miles,	2,586	
Switching locomotive-miles,	212,349	
		<hr/>
Total revenue locomotive mileage,		1,618,597
Nonrevenue service locomotive-miles,		60,267

CAR MILEAGE.

REVENUE SERVICE—

Freight car-miles—

Loaded,	11,103,693	
Empty,	6,094,463	
Caboose,	655,877	
		<hr/>
Total freight car-miles,		17,854,033

Passenger car-miles—

Passenger,	1,817,104	
		<hr/>
Total passenger car-miles,		1,817,104

Special car-miles—

Freight—loaded,	4,875	
Passenger,	2,015	
		<hr/>
Total special car-miles,		6,890

Total revenue car mileage,		19,678,027
Nonrevenue service car-miles,		419,498

TRAIN MILEAGE.

REVENUE SERVICE—

Freight train-miles,	770,077	
Passenger train-miles,	561,390	
Mixed train-miles,	73,861	
Special train-miles,	1,001	
		<hr/>
Total revenue train mileage,		1,406,329
Nonrevenue service train-miles,		52,730

Freight Traffic Movement—Entire Line.

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Whole tons.	Whole tons.	Per cent.
Products of Agriculture:				
Grain,	13,588	83,929	97,517	1.93
Flour,	4,771	51,873	56,644	1.12
Other Mill Products,	11,982	76,882	88,864	1.76
Hay,	9,982	79,230	89,212	1.77
Tobacco,	3,959	4,456	8,415	.17
Cotton, . . . . .	.....	176,120	176,120	3.48
Fruit and Vegetables,	5,482	7,406	12,888	.25
Other Products of Agriculture,	770	2,781	3,551	.07
Total,	50,534	482,677	533,211	10.55
Products of Animals:				
Live Stock,	1,202	3,924	5,126	.10
Dressed Meats,	1,772	14,581	16,353	.33
Other Packing-House Products,	536	6,104	6,640	.13
Poultry, Game, and Fish,	137	484	621	.01
Wool,	58	58,713	58,771	1.16
Hides and Leather,	686	24,929	25,615	.51
Other Products of Animals,	51,980	25,289	77,269	1.53
Total,	56,371	184,024	190,395	3.77
Products of Mines:				
Anthracite Coal, . . . . .	.....	1,673,156	1,673,156	33.11
Bituminous Coal, . . . . .	.....	674,294	674,294	13.34
Coke,	182	44,230	44,412	.88
Ores,	32,360	27,637	59,997	1.19
Stone, Sand, and other like articles,	29,453	141,519	170,972	3.38
Other Products of Mines,	4,614	9,665	14,279	.28
Total,	66,609	2,570,501	2,637,110	52.18
Products of Forests:				
Lumber,	23,419	136,560	159,979	3.17
Other Products of Forests,	22,138	41,881	64,019	1.26
Total,	45,557	178,441	223,998	4.43
Manufactures:				
Petroleum and other Oils,	3,788	14,694	18,482	.37
Sugar,	231	2,018	2,249	.05
Iron—Pig and Bloom,	19,214	86,405	105,619	2.09
Iron and Steel Rails, . . . . .	.....	4,273	4,273	.09
Other Castings and Machinery,	11,397	58,167	69,564	1.38
Bar and Sheet Metal,	5,492	100,358	105,850	2.09
Cement, Brick, and Lime,	49,929	351,949	401,878	7.95
Agricultural Implements,	1,008	684	1,692	.03
Wagons, Carriages, Tools, etc.,	1,477	8,557	10,034	.20
Wines, Liquors, and Beers,	3,647	4,568	8,215	.16
Household Goods and Furniture,	1,083	10,689	11,772	.23
Other Manufactures,	24,900	171,868	196,768	3.89
Total,	122,166	814,220	936,386	18.53
Merchandise,	31,681	232,937	264,618	5.23
Miscellaneous—Other commodities not mentioned above,	34,145	234,034	268,179	5.31
Total Tonnage,	407,063	4,646,844	5,053,907	100.00

Description of Equipment — Entire Line.

Item.	Number on June 30, 1910.	Number added during year.	Number retired during year.	Number on June 30, 1911.	No. fitted with train brake.	No. fitted with Au- tomatic coupler.
Locomotives—owned or leased:						
Passenger,	18	0	0	18	18	18
Freight,	32	6	0	38	38	38
Switching,	10	0	0	10	10	10
Total Locomotives in Service, Less Locomotives Leased,	60 4	6 0	0 0	66 4	66 4	66 4
Total Locomotives Owned,	56	0	0	62	62	62
Cars Owned or Leased:						
In Passenger Service—						
First-class cars,	18	0	0	18	18	18
Second-class cars,	10	0	1	9	9	9
Combination cars,	14	2	1	15	15	15
Baggage, Exp., and Postal cars,	7	0	0	7	7	7
Other Cars in Passenger Service,	9	0	0	9	9	9
Total,	58	2	2	58	58	58
In Freight Service—						
Box cars,	55	0	3	52	52	52
Flat cars,	35	0	9	26	26	26
Stock cars,	2	0	0	2	2	2
Coal cars,	156	0	14	142	142	142
Total,	248	0	26	222	222	222
In Company's Service—						
Officers' and Pay Cars,	1	0	0	1	1	1
Derrick cars,	4	0	0	4	4	4
Caboose cars,	32	0	3	29	0	29
Other Road cars,	53	7	6	54	54	54
Total,	90	7	9	88	59	88
Total Cars in Service,	396	9	37	368	339	368
Less Cars Leased, ^a	49	0	3	46	46	46
Total Cars Owned,	347	9	34	322	293	322

Cars contributed to fast freight line service: None.

B. EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT.

None.

^aLast year's report of leased cars was shown as 45; it should have been 49: four passenger cars were inadvertently omitted.

Mileage — Entire Line.

(a) Mileage of road operated (all tracks) :

Line in Use.	LINE OWNED.		Line operat'd under lease.	Line operated under contract, etc.	Line operated under track-age rights.	Total mileage operated.	New line constructed during year.	Steel rails.
	Main line.	Branches and spurs.						
Miles of single track, .	42.90	104.77	123.96	1.65	3.50	276.78	.....	273.28
Miles of second track, .	15.21	9.49	.....	.....	.....	24.70	7.21	24.70
Miles of yard track and sidings,	47.21	15.57	25.80	10.17	.....	98.75	6.19	98.75
Total Mileage Operated — (All Tracks),	105.32	129.83	149.76	11.82	3.50	400.23	13.40	396.73

(b) Mileage of line operated, by States and Territories (single track) :

State or Territory.	LINE OWNED.		Line operat'd under lease.	Line operated under contract, etc.	Line operated under track-age rights.	Total mileage operated.	Steel rails.
	Main line.	Branches and spurs.					
New York,	42.90	104.77	42.50	1.65	.....	191.82	191.82
Connecticut, . . . . .	.....	.....	77.26	.....	.....	77.26	77.26
Massachusetts, . . . . .	.....	.....	4.20	.....	3.50	7.70	4.20
Total Mileage Operated—(Single Track),	42.90	104.77	123.96	1.65	3.50	276.78	273.28

(c) Mileage of line owned, by States and Territories (single track) :

State or Territory.	LINE OWNED.		Total mileage owned.	Steel rails.
	Main line.	Branches and spurs.		
New York,	42.90	104.77	147.67	147.67
Total Mileage Owned — (Single Track),	42.90	104.77	147.67	147.67

Mileage—State of Connecticut.

(a) Mileage of road operated (all tracks):

Line in Use.	Line operated under lease.	Total mileage operated.	Steel rails.
Miles of single track,	77.26	77.26	77.26
Miles of yard track and sidings,	20.66	20.66	20.66
Total Mileage Operated— (All Tracks),	97.92	97.92	97.92

(b) Mileage of line operated by States and Territories (single track).

See Page 111.

(c) Mileage of line owned by States and Territories (single track).

See Page 111.

Renewals of Rails and Ties—Entire Road.

NEW RAILS LAID DURING THE YEAR.

Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.
Iron,	None.	.....	.....
Steel,	791.23	80 lbs.	\$31.05
Total Steel,	791.23	.....	\$31.05

NEW TIES LAID DURING THE YEAR.

Kind.	Number.	Average price at distributing point.
Chestnut, 7x9	6,547	66.0 cts.
“ 6x8x8,	64,799	50.0 cts.
Oak, 6x8x8,	7,199	50.0 cts.
“ 5x6x8,	2,655	27.4 cts.
Chestnut, 5x6x8,	23,904	27.4 cts.
Total,	105,104	45.3 cts.

Renewal of Rails and Ties—State of Connecticut.**NEW RAILS LAID DURING YEAR.**

Iron: None.

Steel: None.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Chestnut, 7x9,	1,904	64.5 cts.
Chestnut and oak, 6x8x8,	22,994	50.0 cts.
“ “ “ 5x6x8,	7,292	30.0 cts.
Total,	32,190	46.3 cts.

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous coal—tons.	Soft-wood—cords.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Revenue Service:					
Freight,	76,573	280	76,713	770,764	199.05
Passenger,	25,209	120	25,269	559,037	90.40
Mixed,	3,526	18	3,535	73,861	95.72
Special,	140	6	143	2,586	110.59
Switching,	12,954	78	12,993	212,349	122.37
Nonrevenue Service,	3,983	20	3,998	60,267	132.71
Total,	122,390	522	122,651	1,678,864	146.11
Av. cost at distribtg. pnt.,	\$2.58	\$3.13	.....	.....	.....

Accidents to Persons — State of Connecticut.

(a) Accidents resulting from the movement of trains, locomotives, or cars:
RAILWAY EMPLOYEES.

Kind of accident.	TRAINMEN.		TRACKMEN.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or Uncoupling,	1	....	...	....	1
Collisions,	1	....	3	....	4
Falling from Trains, Locomotives, or Cars,	1	....	....	....	1
Jumping on or off Trains, Locomotives, or Cars,	4	....	1	....	5
Struck by Trains, Locomotives, or Cars,	1	....	1	...
Other causes,	8	..	....	....	8
Total,	15	1	4	1	19

Average number employed during year: Trainmen, 315; switch tenders, crossing tenders, and watchmen, 89; station men, 244; shopmen, 198; trackmen, 335; telegraph employees, 36; other employees, 279; total, 1,496.

OTHER PERSONS.

Kind of accident.	Pas- sengers Injured.	Postal clerks, express mes'g'rs, Pullman employ- ees, etc. Injured.	OTHER PERSONS TRESPASSING.		TOTAL.	
			Killed.	Injured.	Killed.	Injured.
Collisions,	11	1	....	1	....	1
Jumping on or off Trains, Locomotives, or Cars,	1	....	....	....	....	....
Struck by Trains, Locomotives, or Cars: At other points along tracks, . . . . .	....	....	4	....	4	....
Total,	12	1	4	1	4	1

(b) Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars:

Kind of accident.	Station men injured.	Shop- men injured.	Trackmen injured.	Total injured.	Other persons injured.
Handling traffic,	2	..	..	2	..
Handling tools, machinery, etc., . . . . .	..	2	2	4	..
Handling Supplies, etc., . . . . .	..	2	4	6	..
Other causes, . . . . .	..	5	1	6	2
Total,	2	9	7	18	2

Accidents to Persons.--Continued.

SUMMARY.

[Tables *a* and *b*.]

		Total killed.	Total injured.
Table <i>a</i> :			
Railway Employees,		1	19
Passengers,		....	12
Postal Clerks, etc.,		....	1
Other Persons,		4	1
Table <i>b</i> :			
Railway Employees,		....	18
Other Persons,		....	2
Grand Total,		5	53

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
			Number of curves.	Aggregate length of curved line, miles.	Length of straight line, miles.
From —	To —	Miles.			
Hartford, Conn.,	Camp. Hall, N. Y.	141.57	351	51.52	90.05
Tariffville, "	Agawam, Mass.	14.21	17	3.28	10.93
P'keepsie Jc., N. Y.	Hopewell Jct., N. Y.	12.04	12	4.50	7.54
West of Smith St.,	N. Y. C., Conn.,	3.26	11	1.24	2.02
Po'ghkeepsie, N. Y.	P'keepsie, N. Y.				
Salt Point, "	W. Salt Point, "	0.49	1	0.49	0.00
State Line, "	Pine Plains, "	54.34	151	22.54	31.80
Stissing Jct., "	Dutchess Jct., "				
Wicopee Jct., "	Fishkill Ldg., "	1.65	6	0.81	0.84
Boston Crs., "	Rhinecliff, "	35.12	103	17.15	17.97
Silvernails, "	" Jct., "	3.19	6	1.25	1.94
W. Salt Point, "	P. & E. Jct., P'gh-keepsie, N. Y.	7.41	11	2.40	5.01
Total,		273.28	669	105.18	168.10

Characteristics of Road. — *Continued.*

PROFILE.

Length of level line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of ascents, feet.	Aggregate length of ascending grades, miles.	No.	Sum of descents, feet.	Aggregate length of descending grades, miles.
23.21	82	2,409.0	59.37	83	2,144.3	58.99
1.78	10	201.5	6.66	7	224.7	5.77
0.83	11	150.2	6.32	9	106.1	4.89
0.17	5	64.5	0.80	5	147.1	2.29
0.00	1	19.6	0.49	0	0.00	0.00
6.07	37	1,427.9	36.14	21	665.3	12.13
0.54	0	00.0	.00	1	60.0	1.11
6.59	27	79.6	4.86	41	793.6	23.67
0.57	4	98.1	0.64	1	8.4	1.98
2.24	4	132.4	3.31	3	45.4	1.86
42.00	181	4,582.8	118.59	171	4,199.9	112.69

NOTE — Our chief engineer advises that the large variations between the figures reported this year and last year is caused by a reclassification.

Characteristics of Road. — State of Connecticut.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	No.	Aggregate length.	Minimum length.	Maximum length.
		Feet.	Feet.	Feet.
Bridges:—				
Stone,	24	282.08	5.00	40.00
Iron,	59	3,347.08	5.00	455.00
Wooden,	14	208.08	10.50	19.50
Total,	97	3,837.24	....	....
Trestles,	16	4,121.08	34.00	1,582.67

Characteristics of Road.—State of Connecticut.—*Continued*

OVERHEAD HIGHWAY AND RAILWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings :			
Bridges,	7	16	6
Trestles,	12	18	7
Total,	19	....	....
Overhead Railway Crossings :			
Bridges,	2	20	8
Total,	2	....	....

Characteristics of Road—Entire Road.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	No.	Aggregate length.	Minimum length.	Maximum length.
		Feet.	Feet.	Feet.
Bridges —				
Stone,	86	1,276.08	5.00	308.50
Iron,	146	14,074.00	5.00	6,767.00
Wooden,	53	788.50	8.50	33.75
Combination,	3	45.00	11.50	21.00
Total,	288	16,183.58	...	..
Trestles,	46	7,146.58	15.00	1,582.67

Characteristics of Road.—Entire Road.—Continued.

OVERHEAD HIGHWAY AND RAILWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings:			
Bridges,	23	16	4
Trestles,	20	15	4
Total,	43	....	....
Overhead Railway Crossings:			
Bridges,	5	18	....
Total,	5	....	....

GAGE OF TRACK — 4 feet 8½ inches, 273.28 miles.

Telegraph—Entire Road.

A. Owned by company making this report:

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
283	754	Western Union Tel. Co. Central New Eng. Ry. Co.	Western Union Tel. Co. Central New Eng. Ry. Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN. } ss.

We, the undersigned, H. M. Kochersperger, Vice-President, and J. M. Tomlinson, General Auditor, of Central New England Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

H. M. KOCHERSPERGER,
Vice-President.

J. M. TOMLINSON,
General Auditor.

Subscribed and sworn to before me this 15th day of September, 1911.

ARTHUR W. BOWMAN,
Notary Public.

HARTFORD & CONNECTICUT WESTERN RAILROAD COMPANY.

History.

Exact name of common carrier making this report: Hartford and Connecticut Western Railroad Company.

Date of organization: June 30, 1881.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: State of Connecticut, January, 1881, Resolution No. 123; State of Connecticut, January, 1882, Resolution No. 189; State of New York, Laws of 1882, Chapter 339.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same:

If a reorganized company, give name of original corporation and refer to laws under which it was organized: Connecticut Western Railroad Company; chartered June 25, 1868; opened December 21, 1871.

What carrier operates the road of this company? Central New England Railway Company.

The Hartford and Connecticut Western Railroad Company is the successor of the Connecticut Western Railroad Company by reason of foreclosure of mortgage and was organized June 30, 1881, in accordance with a Resolution (123) of the General Assembly of the State of Connecticut, passed at its session January, 1881, "Incorporating the First Mortgage Bondholders of the Connecticut Western Railroad Company as the Hartford and Connecticut Western Railroad Company." By a Resolution (No. 189) of the General Assembly of the State of Connecticut passed at its session January, 1882, permission was given to the Hartford and Connecticut Western Railroad Company to purchase the Rhinebeck and Connecticut Railroad in the State of New York. Chapter 339 of the Laws of 1882 of the State of New York is "An Act to Authorize the Hartford and Connecticut Western Railroad Company to Purchase the Rhinebeck and Connecticut Railroad." The Hartford and Connecticut Western Railroad was leased under date of August 30, 1889, to the Central New England and Western Railroad Company, for one year from the 30th day of August, 1889, and under date of February 4, 1890, for fifty years from the 30th day of August, 1890, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments and interest on the bonds to be paid by the lessee.

The Central New England Railway Company is the successor, through reorganization after foreclosure, of the Philadelphia, Reading and New England Railroad. Judgment of foreclosure and sale, June 27, 1898. Purchase by reorganization committee, October 6, 1898. Certificate of incorporation, January 12, 1899.

The Philadelphia, Reading, and New England Railroad Company was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Company, incorporated in New York, May 31, 1871, and the Central New England and Western Railroad Company, formed July 22, 1889, by the consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie and Connecticut Railroad Company, date July 22, 1889, and August 1, 1892.

Directors.

Name.	Post-office address.	Date of expiration of term.
C. S. MELLEN,	New Haven, Conn.	December 20, 1911.
GEO. MACCULLOCH MILLER,	New York, N. Y.	" "
EDWIN MILNER,	Moosup, Conn.	" "
GEO. J. BRUSH,	New Haven, Conn.	" "
WILLIAM SKINNER,	Holyoke, Mass.	" "
D. NEWTON BARNEY,	Farmington, Conn.	" "
J. PIERPONT MORGAN,	New York, N. Y.	" "
WILLIAM ROCKEFELLER,	" "	" "
EDWIN W. SPURR,	Lakeville, Conn.	" "
ROBERT SCOVILLE,	Chapinville, Conn.	" "
CHAS. F. BROOKER,	Ansonia, Conn.	" "
LEWIS CASS LEDYARD,	New York, N. Y.	" "
JOHN L. BILLARD,	Meriden, Conn.	" "

Principal Officers.

Title.	Name.	Official address.
Chairman of the Board,	C. S. MELLEN,	New Haven, Conn.
President,	C. S. MELLEN,	" "
Vice-President,	CHAS. F. BROOKER,	Ansonia, "
Secretary,	ARTHUR E. CLARK,	New Haven, "
Treasurer,	AUGUSTUS S. MAY,	" "

Officer to whom correspondence concerning this report should be addressed:
J. M. Tomlinson, General Auditor, Central New England Ry., New Haven, Conn.

Transportation Corporations Controlled by Respondent.

None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: December 20, 1910.

Date of last closing of stock book before end of year for which this report is made: February 20, 1911.

Total number of stockholders of record at this date: 614.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors?
No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1911? Yes.

If control was so held, state:

The form of control, whether sole or joint: Sole.

The name of the controlling corporation or corporations: The N. Y., N. H. & H. R. R. Co.

The manner in which control was established: Stock ownership.

The extent of control: 58.5%.

Whether control was direct or indirect: Direct.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1911? No.

Road Leased or Otherwise Assigned for Operation.

Name.	TERMINI.		Miles of line.	Name of lessee.
	From—	To —		
Hartford & Conn. West'n. Railroad Co.,	Hartford, Conn., Tariffville, Conn.,	Rhinecliff, N. Y., Agawam Jct., Mass.	109.75	Central New England Ry. Co.
			14.21	" " " "
Total Mileage,				123.96

Mileage of Line Owned — by States and Territories.

State or Territory.	LINE OWNED.		Total mileage owned.
	Main line.	Branches and spurs.	
Connecticut,	67.25	10.01	77.26
New York,	42.50	.....	42.50 "
Massachusetts, . . . . .	.....	4.20	4.20
Total Mileage Owned, .	109.75	14.21	123.96

Tracks Leased or Otherwise Assigned for Operation.

None.

Outside Operations and Other Properties.

None.

Road or Tracks Acquired by Respondent Through Lease or Other Agreement.

None.

Road or Tracks Assigned to Another Carrier through Lease or Other Agreement.

Name of operating company.	Miles of line.	Lease or Agreement.			
		Date.	Term.		Concise summary of provisions.
			From —	To —	
Central New England Railway Company	123.96	February 4, 1890	August 30, 1890	August 30, 1940	For 50 years 2% on capital stock, all taxes, rates, and assessments and interest on bonds.

Capital Stock.

Kind.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	DIVIDENDS DURING YEAR.	
						Rate.	Amount.
Common,	30,000	\$100.00	\$3,000,000.00	\$2,967,000.00	\$2,967,000.00	2%	\$59,340.00

Purpose of the Issue.

	Total number of shares outstanding.
Issued for cash,	2,500
Issued for purchase of railway or other property,	8,000
Issued for acquisition of securities,	19,170
Total,	29,670

Funded Debt.

Designation of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.
	Date of issue.	Date of maturity.			
1st Mortgage,	July 1, 1903.	July 1, 1923.	\$700,000.00	\$700,000.00	\$700,000.00

INTEREST.

Rate.	When payable.	Amount accrued during year.	Amount paid during year.
4½%	January 1st and July 1st.	\$81,500.00	\$81,500.00

EQUIPMENT TRUST OBLIGATIONS.

None.

Recapitulation of Funded Debt.

Kind of bond or obligation.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage Bonds, .	\$700,000.00	\$700,000.00	\$31,500.00	\$31,500.00

Purpose of the issue.	Total par value outstanding.	Total cash realized.
Issued for Cash,	\$700,000.00	\$700,000.00

Recapitulation of Capitalization.

Account.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock, . . .	\$2,967,000.00	\$2,967,000.00	123.96	\$23,935.00
Funded Debt, . . .	700,000.00	700,000.00	123.96	5,647.00
Total,	\$3,667,000.00	\$3,667,000.00	123.96	\$29,582.00

Premium on Securities.

None.

Discount on Securities.

None.

Security for Funded Debt.

Designation of bond or obligation.	ROAD MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities, and other property mortgaged.
	From—	To —	Miles.		
1st Mortgage Bonds,	Hartford, Conn.,	Rhinecliff, N. Y.	109.75	\$6,878	Road and Equipment.

Receivers' Certificates.

None.

Expenditures for Additions and Betterments.

None.

Road and Equipment — Investment Since June 30, 1907.

Account.	Total expenditures	Total expenditures
	July 1, 1907, to June 30, 1910.	July 1, 1907, to June 30, 1911.
Right of way and station grounds, . . .	\$500.00	\$500.00
Rails,	Cr. 416.46	Cr. 416.46
Track fastenings and other material, . . .	Cr. 77.80	Cr. 77.80
Total entire line,	\$5.74	\$5.74

Summary of Road and Equipment.

INVESTMENT TO JUNE 30, 1907:

	Entire line.
Road,	\$3,497,403.71
Equipment and personal property,	209,125.00
Investment since June 30, 1907,	5.74
Total,	\$3,706,534.45
Net total,	\$3,706,534.45
Cost per mile of line,	29,901.05

Income Account.

Gross income from lease of road,	\$90,840.00
Net income from lease of road,	\$90,840.00
Gross corporate income,	\$90,840.00

DEDUCTIONS FROM GROSS CORPORATE INCOME:

Interest accrued on funded debt,	\$31,500.00
Total deductions from gross corporate income,	31,500.00
Net corporate income,	\$59,340.00

DISPOSITION OF NET CORPORATE INCOME:

Dividends declared:

On common stock, 1 per cent. payable Sept. 1, 1910; 1 per cent. payable March 1, 1911,	\$59,340.00
---	-------------

\$59,340.00

a This item has previously been reported as "Other Deferred Debit Items."

Profit and Loss Account.

Debit.	Credit.
Balance June 30, 1910, . \$175,040.71	Balance Debit, June 30, 1911, carried to General Balance Sheet, . . . \$175,040.71
\$175,040.71	\$175,040.71

Securities Owned — Stocks.

None.

Securities Owned — Funded Debt.

None.

Summary of Securities Owned.

None.

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the commission? No.

Sinking and Other Funds.**A. INCOME AND DISBURSEMENTS DURING THE YEAR.**

None.

B. ASSETS ON JUNE 30, 1911.

None.

Reserves.

None.

Advances to Proprietary, Affiliated, and Controlled Companies.

None.

OBLIGATIONS FOR ADVANCES FROM OTHER COMPANIES.

None.

PROPERTY ABANDONED, CHARGEABLE TO OPERATING EXPENSES.

None.

Rents Receivable.**FROM LEASE OF ROAD.**

Road leased.	Location.	Name of lessee.	Amount.
Hartford and Connecticut Western Railroad Company,	Connecticut, . Massachusetts, New York, .	Central New England Ry. Co.	\$90,840.00

MISCELLANEOUS RENTS.

Reported by lessee.

Miscellaneous Income.

Reported by lessee.

Rents Payable.**FOR LEASE OF ROAD.**

None.

MISCELLANEOUS RENTS.

None.

Other Deductions from Income.

None.

Taxes and Assessments.

Reported by lessee.

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in Mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. Adjustments in the book value of securities owned, and reasons therefor; 10. All other important financial changes:

- No. 1. None.
 No. 2. None.
 No. 3. None.
 No. 4. None.
 No. 5. None.
 No. 6. None.
 No. 7. None.
 No. 8. None.
 No. 9. None.

Comparative General Balance Sheet.

JUNE 30, 1910.	ASSETS.	JUNE 30, 1911.		Increase or Decrease.
		Item.	Amount.	
	Property Investment: Road and Equipment— Investment to June 30, 1907,			
\$3,497,403.71	(a) Road—page 197,	\$3,497,403.71		
	* (b) Equipment—page 197, and personal property,	209,125.00	\$3,706,528.71	\$209,125.00
5.74	Investment since June 30, 1907, Road—page 197,		5.74	
\$3,497,409.45	Total,		\$3,706,534.45	\$209,125.00
	Working Assets:			
\$829.04	Cash,		\$16,961.54	\$16,132.50
15,772.50	Miscellaneous accounts receivable,			+ 15,772.50
\$16,601.54	Total,		\$16,961.54	\$360.00
\$209,125.00	Deferred debit items,			+ \$209,125.00
\$209,125.00	Total,			+ \$209,125.00
\$175,040.71	Profit and Loss: Balance—page 198,		\$175,040.71	
\$3,898,176.70	Grand Total,		\$3,898,536.70	\$360.00

* This item has previously been reported as "Other Deferred Debit Items." + Credit.

Comparative General Balance Sheet.—Continued.

JUNE 30, 1910.	LIABILITIES.	JUNE 30, 1911.		Increase or Decrease.
		Item.	Amount.	
	Stock:			
\$2,967,000.00	Capital Stock—page 195—			
\$3,000.00	Common stock not held by company,		\$2,967,000.00	
	Stock liability for conversion of out-			
	standing securities of constituent com-		\$3,000.00	
	panies,			
\$2,970,000.00	Total,		\$2,970,000.00	
	Mortgage, Bonded, and Secured Debt:			
\$700,000.00	Funded debt—page 195—			
	Mortgage bonds not held by com-		\$700,000.00	
	pany,			
\$700,000.00	Total,		\$700,000.00	
	Working Liabilities:			
\$228,176.70	Miscellaneous accounts payable, . . .		\$212,404.20	Cr. \$15,772.50
	Matured interest, dividends, and rents			
	unpaid,		\$16,132.50	\$16,132.50
\$228,176.70	Total,		\$228,536.70	\$360.00
\$3,898,176.70	Grand Total,		\$3,898,536.70	\$360.00

Contracts, Agreements, etc.

1. Express companies; 2. Mails; 3. Sleeping, parlor, or dining car companies; 4. Freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts:

Not an operating company. Operated by Central New England Railway Co.

Characteristics of Road.

Gauge of Track: 4 feet 8½ inches; 123.96 miles.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN. } ss.

We, the undersigned, C. S. Mellen, President, and J. M. Tomlinson, General Auditor, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

C. S. MELLEN,

President.

J. M. TOMLINSON,

General Auditor, C. N. E. Ry. Co.

Subscribed and sworn to before me this 15th day of September, 1911.

ARTHUR E. CLARK,

Notary Public.

NEW HAVEN & NORTHAMPTON COMPANY.

History.

Exact name of common carrier making this report: New Haven and Northampton Company.

Date of organization: May, 1836.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: Under the laws of the States of Massachusetts and Connecticut. (Massachusetts Special Laws, Vol II, pp. 286, 653; Massachusetts Special Laws, Vol. 12, pp. 25, 736, 822; Massachusetts Special Laws, Vol. 13, p. 484; Massachusetts Special Laws, Vol. 14, pp. 386, 485, 623; Massachusetts Special Laws, Vol. 15, pp. 677, 1430; Connecticut Private Laws, Vol. V, pp. 460, 724; Connecticut Special Laws, Vol. VI, pp. 217, 303, 733; Connecticut Special Laws, Vol. VII, pp. 267, 871, 987; Connecticut Special Laws, Vol. VIII, pp. 296, 419, 420; Connecticut Private Acts, 1870, pp. 146, 198; Connecticut Special Acts, 1875, p. 130; Connecticut Special Acts, 1876, p. 119).

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same: The constituent companies were the original New Haven and Northampton Company (Massachusetts Special Laws, Vol. 7, pp. 675, 691; Connecticut Private Laws, Vol. I, p. 308; Connecticut Private Laws, Vol. III, p. 294; Connecticut Private Laws, Vol. IV, pp. 1384, 888, 982, 983, 984, 985; Connecticut Private Acts, 1847, p. 104). The Hampden Railroad Company (Massachusetts Special Laws, Vol. 9, p. 546). The Northampton and Westfield Railroad Corporation (Massachusetts Special Laws, Vol. 9, p. 561). The Hampshire and Hamden Railroad Corporation (Massachusetts Special Laws, Vol. 9, pp. 767, 773; Massachusetts Special Laws, Vol. 10, pp. 552, 742, 922). And the Farmington Valley Railroad Company (Private Laws of Connecticut, Vol. IV, pp. 893, 896; Connecticut Private Acts, 1858, p. 125; Connecticut Private Acts, 1862, p. 94; Connecticut Private Acts, 1867, p. 275).

Date and authority for each consolidation: In 1853, the Hampden Railroad Company with the Northampton and Westfield Railroad Corporation, forming the Hampshire and Hampden Railroad Corporation; in 1862, the Hampshire and Hampden Railroad Corporation with the original New Haven and Northampton Company, and in 1862 with the Farmington Valley Railroad Company. For authority for each consolidation see Acts above cited.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: Originally in Connecticut. The President, Directors and Company of the Farmington Canal (Private Laws of Connecticut, Vol. I, pp. 300, 307, 308, 318), and in Massachusetts, the Hampshire and Hampden Canal Company (Massachusetts Special Laws, Vol. 6, pp. 40, 320, 702, 829; Massachusetts Special Laws, Vol. 7, p. 186).

What carrier operates the road of this company? The New York, New Haven and Hartford Railroad Company.

Directors.

Name.	Post-office address.	Date of expiration of term.
GEO. J. BRUSH,	New Haven, Conn.	Oct. 26, 1910—date of sale of franchises and property to The N. Y., N. H. & H. R. R. Co.
A. HEATON ROBERTSON,	" "	
D. NEWTON BARNEY,	Farmington, "	
C. S. MELLEN,	New Haven, "	
C. F. BROOKER,	Ansonia, "	
WM. SKINNER,	Holyoke, Mass.	
JAMES S. ELTON,	Waterbury, Conn.,	
JAMES S. HEMINGWAY,	New Haven, "	
JOHN L. BILLARD,	Meriden, "	

Principal Officers.

Title.	Name.	Official address.
President,	CHARLES S. MELLEN,	New Haven, Conn.
Vice-President,	CHARLES F. BROOKER,	Ansonia, "
Secretary,	ARTHUR E. CLARK,	New Haven, Conn.
Treasurer,	AUGUSTUS S. MAY,	" "

Officer to whom correspondence concerning this report should be addressed:
J. M. Tomlinson, General Auditor, The N. Y., N. H. & H. R. R. Co., New Haven, Conn.

Transportation Corporations Controlled by Respondent.

None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: January 5, 1910.

Total number of stockholders of record: One.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights No.

Has any issue of securities special privileges in the election of directors? No.

Did any other corporation or corporations, transportation or other, control the respondent on October 26, 1910? Yes.

The form of control, whether sole or joint: Sole.

The name of the controlling corporation or corporations: The N. Y., N. H. & H. R. R. Co.

The manner in which control was established: Stock ownership.

The extent of control: 100%.

Whether control was direct or indirect: Direct.

Did any individual, association, or corporation, as trustee, control the respondent on October 26, 1910? No.

Road Leased or Otherwise Assigned for Operation.

Name of every railway company the income of which, from lease or from other assignment for operation, is included in this report.

Name.	TERMINI.		Miles of line.	Name of lessee.
	From—	To—		
New Haven & Northampton Co.	New Haven, Conn.	Shelburne Jct., Mass	94.12	The N. Y., N. H. & H. R. R. Co.
	Farmington, "	New Hartford, Conn.	15.19	
	Northampton, Mass.	Williamsburgh, Mass	7.70	
	So. Deerfield, "	Turner's Falls, "	9.99	
Total mileage,			127.00	

Mileage of Line Owned—by States and Territories.

State or Territory.	LINE OWNED (Single track).		Total.
	Main line.	Branches and spurs.	
Massachusetts,	43.38	17.69	61.07
Connecticut,	50.74	15.19	65.93
Total Mileage owned,	94.12	32.88	127.00

Tracks Leased or Otherwise Assigned for Operation.

None.

Mileage of Line Owned—By States and Territories.

None.

Outside Operations and Other Properties.

None.

Road or Tracks Acquired by Respondent through Lease or other Agreement.

Name of owning company.	Miles of line.	LEASE OR AGREEMENT.		
		Date.	Term.	Concise summary of provisions.
Holyoke & Westfd R.R	10.59	Dec. 13, 1870	Perpetual	\$46,000 per annum and taxes.

NOTE. — Above lease assumed by The New York, New Haven & Hartford Railroad Company through lease of this company.

Road or Tracks Assigned to Another Carrier through Lease or other Agreement.

Name of operating company.	Miles of line.	LEASE OR AGREEMENT.			
		Date.	TERM.		Concise summary of provisions.
			From—	To—	
The New York, New Haven & Hartford Railroad Company.	127.00	May 14, 1887	April 1, 1887	April 1, 1986	For 99 years. Bond interest, taxes, etc., 1% on capital stock for 3 years; 2% for the second 3 years; 3% for the third 3 years, and 4% thereafter.

Capital Stock.

Kind.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.
Common,	50,000	\$100	\$5,000,000	\$2,460,000
Total,	50,000		\$5,000,000	\$2,460,000

TOTAL PAR VALUE HELD BY RESPONDENT.			Total par value not held by respondent.	DIVIDENDS DURING THE PERIOD.	
In treasury.	Pledged as collateral.	In sinking or other funds.		Rate.	Amount.
None	None	None	\$2,460,000	4 per cent.	\$24,600.00
None	None	None	\$2,460,000	.....	\$24,600.00

Purpose of the issue.	Total number of shares outstanding.	Total cash realized.
Issued for Cash:		
Approximately,	18,320	\$1,882,000.00
Issued for construction of new properties:		
Approximately,	5,780	578,000.00
Total,	24,600	\$2,460,000.00

Funded Debt.

Designation of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.
	Date of issue.	Date of maturity.		
Mortgage Bonds: Northern Extension,	April, 1881	April, 1911	\$700,000	\$700,000
Refunding Cons. Mtg. Gold,	June, 1906	June, 1956	10,000,000	2,400,000
Total, . . . . .	.....	.....	\$10,700,000	\$3,100,000

TOTAL PAR VALUE HELD BY RESPONDENT.			Total par value not held by respondent.
In treasury.	Pledged as collateral.	In sinking or other funds.	
None	None	None	\$700,000
None	None	None	2,400,000
None	None	None	\$3,100,000

INTEREST.			
Rate.	When payable.	Amount accrued during the period.	Amount paid during the period.
5%	April 1—Oct. 1	\$11,189.56	\$17,500.00
4%	June 1—Dec. 1	30,666.67	.....
Total, . . . . .	.....	\$41,847.23.	\$17,500.00

None.

EQUIPMENT TRUST OBLIGATIONS.

Recapitulation of Funded Debt.

Kind of bond or obligation.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT.			Total par value not held by respondent.	INTEREST.	
		In treasury.	Pledged as collateral.	In sinking or other funds.		Amount accrued during the period, charged to income.	Amount paid during the period.
Mort. bonds,	\$3,100,000	None	None	None	\$3,100,000	\$41,847.23	\$17,500.00

Recapitulation of Funded Debt.—*Continued.*

Purpose of the issue.	Total par value outstanding.	Total cash realized.
Issued for Cash :	\$2,800,000	\$2,800,000
Issued for Refundment of Securities :	300,000	300,000
Total,	\$3,100,000	\$3,100,000

Recapitulation of Capitalization.

Account.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways.	To other properties.	Miles.	Amount.
Capital Stock (p. 205),	\$2,460,000	\$2,460,000	.....	127.00	\$19,370
Funded Debt (p. 206),	3,100,000	3,100,000	.....	127.00	24,409
Total,.....	\$5,560,000	\$5,560,000	.....	127.00	\$43,779

Premium on Securities.

None.

Discount on Securities.

None.

Security for Funded Debt.

Designation of bond or obligation.	ROAD OR TRACKS MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities, and other property mortgaged.
	From—	To—	Miles.		
Northern Extension Bonds, . . .	Northampton, Mass., South Deerfield, Mass.,	Shelburne Jct., Mass., Turners Falls, Mass.,	18.30	\$24,744	Railway and property.
			9.99		
			28.29		
Refunding Consolidated Mtg. Gold Bonds, . . .	New Haven, Conn., Farmington, Conn., Northampton, Mass., South Deerfield, Mass.,	Conway Jct., Mass., New Hartford, Conn., Williamsburgh, Mass., Turners Falls, Mass.,	94.12	18,897	Railway, property and equipment.
			15.19		
			7.70		
			9.99		
			127.00		

Receiver's Certificates.

None.

Expenditures for Additions and Betterments During the Year.

Account.	Total.
Bridges, trestles, and culverts,	\$16,963.45
Terminal yards,	329.29
Improvement of crossings under or over grade,	50.50
Elimination of grade crossings,	8,584.90
Shops, enginehouses, and turntables,	2,201.71
Other additions and betterments,	224.90
Total — entire line,	\$28,354.75

Road and Equipment — Investment Since June 30, 1907.

Account.	Expenditures for additions and betterments during the year.	Total Expenditures July 1, 1907, to June 30, 1910.	Total Expenditures July 1, 1907, to October 26, 1910.
Road:			
Engineering,	\$285.00	\$9,294.74	\$9,579.74
Right of Way and Station Grounds,		495,641.10	495,641.10
Real Estate,		Cr. 24.50	Cr. 24.50
Grading,		114,510.02	114,510.02
Bridges, Trestles and Culverts,	16,963.45	11,000.96	27,964.41
Ties,	25.86	2,646.53	2,672.39
Rails,	163.89	5,933.07	6,146.96
Frogs and Switches,	110.95	1,369.21	1,480.16
Track Fastenings and other Material,	23.39	1,112.79	1,136.18
Ballast,	40.00	2,939.00	2,979.00
Track Laying and Surfacing,	225.20	6,924.42	7,149.62
Fencing Right of Way,		2,024.00	2,024.00
Crossings and Signs,	8,335.40	158,035.85	166,421.25
Interlocking and other Signal Apparatus,	224.90	14,452.92	14,677.82
Station Buildings and Fixtures,		1,684.01	1,684.01
Shops, Enginehouses, and Turntables,	1,906.71	16.03	1,922.74
Water Stations,		996.70	996.70
Fuel Stations,		2.25	2.25
Miscellaneous Structures,		524.88	524.88
Total,	\$28,354.75	\$829,133.98	\$857,488.73
General expenditures:			
Law expenses,		\$2,031.31	\$2,031.31
Other expenditures,		250.00	250.00
Total,		\$2,281.31	\$2,281.31
Recapitulation:			
Road,	\$28,354.75	\$829,133.98	\$857,488.73
General expenditures,		2,281.31	2,281.31
Total, — Entire Line,	\$28,354.75	\$831,415.29	\$859,770.04

Summary of Road and Equipment.

Amount.	Entire line.
INVESTMENT TO JUNE 30, 1907:	
Road,	\$6,377,217.24
Equipment,	750,000.00
Investment since June 30, 1907,	859,770.04
Total,	<u>\$7,986,987.28</u>
Net total,	\$7,986,987.28
Cost per mile of line,	62,889.66

Income Account.

GROSS INCOME:	
From lease of road,	\$66,447.23
Net income from lease of road,	<u>\$66,447.23</u>
Gross corporate income,	\$66,447.23
DEDUCTIONS FROM GROSS CORPORATE INCOME:	
Interest accrued on funded debt,	<u>\$41,847.23</u>
Total deductions from gross corporate income,	41,847.23
Net corporate income,	<u>\$24,600.00</u>
DISPOSITION OF NET CORPORATE INCOME:	
Dividends:	
On common stock, 1 per cent. payable,	\$24,600.00

Profit and Loss Account.

Debit.	Credit.
Balance credit, Oct. 26, 1910, carried to General Balance Sheet, . . . \$2,333,710.20	Balance debit, June 30, 1910, carried to General Balance Sheet, . . . \$2,333,710.20
\$2,333,710.20	<u>\$2,333,710.20</u>

Securities Owned — Stocks.

None.

•Securities Owned — Funded Debt.

None.

Summary of Securities Owned.

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the commission? No.

Sinking and Other Funds.

None.

Reserves.

None.

Advances to Proprietary, Affiliated, and Controlled Companies.
None.

Obligations for Advances From Other Companies.

ADVANCES FOR CONSTRUCTION, EQUIPMENT, AND BETTERMENTS.		TEMPORARY ADVANCES FOR VARIOUS PURPOSES.	
Name of Company.	Amount.	Name of Company.	Amount.
The N. Y., N. H. & H. R. R. Co.	\$92,400.66	The N. Y., N. H. & H. R. R. Co.,	\$876.42
Total,	\$92,400.66	Total,	\$876.42

Rents Receivable.

Road leased.	Location.	Name of lessee.	Amount.
New Haven & North- ampton Co., . . .	Massachusetts and Connecticut.	The N. Y., N. H. & H. R. R. Co.	\$66,447.23

MISCELLANEOUS RENTS.

None.

Miscellaneous Income.

None.

Rents Payable.
FOR LEASE OF ROAD.

Reported by lessee.

MISCELLANEOUS RENTS.

Reported by lessee.

Other Deductions from Income.

None.

Taxes and Assessments.

Reported by lessee.

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. Adjustments in the book value of securities owned, and reasons therefor; 10. All other important financial changes:

New Haven and Northampton Company was merged with The New York, New Haven, and Hartford Railroad Company on October 26, 1910.

Comparative General Balance Sheet.

JUNE 30, 1910.		ASSETS.	OCTOBER 26, 1910.		Increase or Decrease.
Item.	Amount.		Item.	Amount.	
\$6,377,217.24		Property Investment:			
750,000.00	\$7,127,217.24	I. Road and Equipment—	\$6,377,217.24		
		Investment to June 30, 1907.	750,000.00	\$7,127,217.24	
		Road—page 209.			
829,133.98		Equipment—page 209.			
2,281.31	831,415.29	Investment since June 30, 1907.			
		Road—page 208.	857,488.73		\$28,354.75
		General expenditures, page 208.	2,281.31	859,770.04	
	\$7,958,692.53	Total.		\$7,986,987.28	\$28,354.75
	\$16,750.00	Working Assets:			
		Miscellaneous accounts receivable.		\$41,097.23	\$24,347.23
	\$16,750.00	Total.		\$41,097.23	\$24,347.23
	\$7,975,382.53	Grand Total.		\$8,028,084.51	\$52,701.98

JUNE 30, 1910.		LIABILITIES.	OCTOBER 26, 1910.		Increase or Decrease.
Item.	Amount.		Item.	Amount.	
	\$2,460,000.00	Stock:			
		Capital Stock—page 205—			
		Common stock, not held by company.		\$2,460,000.00	
	\$2,460,000.00	Total.		\$2,460,000.00	
	3,100,000.00	Mortgage, Bonded, and Secured Debt:			
	64,045.91	Funded Debt—page 206—			
		Mortgage bonds, not held by company.		3,100,000.00	
		Obligations for advances received for construction.		92,400.66	\$28,354.75
	\$3,164,045.91	Total.		\$3,192,400.66	\$28,354.75
	876.42	Working Liabilities:			
		Working advances due to other companies—page 210.		876.42	
	\$876.42	Total.		\$876.42	
	16,750.00	Accrued Liabilities not due:			
		Unmatured interest, dividends, and rents payable.		41,097.23	\$24,347.23
	\$16,750.00	Total.		\$41,097.23	\$24,347.23
	2,333,710.20	Profit and Loss:			
		Balance—page 209.		2,333,710.20	
	\$7,975,382.53	Grand Total.		\$8,028,084.51	\$52,701.98

Contracts, Agreements, Etc.

1. Express companies; 2. Mails; 3. Sleeping, parlor, or dining car companies; 4. Freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts:

Operated by The New York, New Haven, and Hartford Railroad Company.

Employees and Salaries.

Reported by lessee.

Traffic and Mileage Statistics—Entire Line.

Reported by lessee.

Freight Traffic Movement.—Entire Line.

Reported by lessee.

Description of Equipment—Entire Line.

Reported by lessee.

Renewals of Rails and Ties.

Reported by lessee.

Consumption of Fuel by Locomotives.

Reported by lessee.

Accidents to Persons.

Reported by lessee.

Characteristics of Road.

Reported by lessee.

Gauge of track, 4 feet 8½ inches; 127 miles.

Telegraph.

None.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN. } ss.

We, the undersigned, C. S. Mellen, President, and J. M. Tomlinson, General Auditor, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

C. S. MELLEN,

President.

J. M. TOMLINSON,

General Auditor, The N. Y., N. H. & H. R. R. Co.

Subscribed and sworn to before me this 15th day of September, 1911.

ARTHUR E. CLARK,

Notary Public.

NEW LONDON NORTHERN RAILROAD COMPANY.

History.

Exact name of common carrier making this report: New London Northern Railroad Company.

Date of organization: May 31, 1860.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute, and all amendments thereof: States of Connecticut and Massachusetts.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same: New London Northern Railroad Company and Amherst, Belchertown and Palmer Railroad Company. The New London Northern Railroad Company was chartered by Acts of the Connecticut Legislature, June 7, 1859. Charter amended May 2, 1860, and January 15, 1864. The Amherst, Belchertown and Palmer Railroad was the successor of the Amherst and Belchertown Railroad, chartered by the Legislature of Massachusetts, May, 1851, and was consolidated with the New London Northern Railroad Company in March, 1864.

Date and authority for each consolidation: February 4, 1860. Acts of Connecticut and Massachusetts.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: New London, Willimantic and Palmer Railroad Company; Connecticut and Massachusetts.

What carrier operates the road of this company? Central Vermont Railway Company.

Directors.

Name.	Post-office address.	Date of expiration of term.
CHARLES H. OSGOOD,	Norwich, Conn.	January 11, 1912.
THOMAS B. EATON,	Worcester, Mass.	" "
EDWARD C. SMITH,	St. Albans, Vt.	" "
JOHN C. AVERILL,	Norwich, Conn.	" "
GUILFORD SMITH,	South Windham, "	" "
JUSTUS A. SOUTHARD,	New London, "	" "
DAVID MACKENZIE,	" "	" "
CHESTER C. RUMRILL,	Springfield, Mass.	" "
CHARLES OSGOOD,	New York City	" "

Principal Officers.

(Company's Office, New London, Conn.)

Title.	Name.	Official address.
President,	CHARLES H. OSGOOD,	Norwich, Conn.
Vice-President,	JOHN C. AVERILL,	" "
Secretary,	JUSTUS A. SOUTHARD.	New London, "
Treasurer,	JOHN C. AVERILL,	Norwich, "
Attorney or General Counsel,	BRANDEGEE, KENEALY, BRENNAN & WHITTLESEY,	New London, "

Principal Officers — Continued.*Officers of Lessees.*

Title.	Name.	Official address.
Auditor,	W. G. CRABBE,	St. Albans, Vt.
General Manager,	GEORGE C. JONES,	" "
Superintendent,	W. E. COSTELLO,	New London, Conn.
General Freight Agent,	D. T. LAWRENCE,	St. Albans, Vt.
General Passenger Agent,	J. W. HANLEY,	" "
General Ticket Agent,		" "

Officer to whom correspondence concerning this report should be addressed:
J. A. Southard, Secretary, New London, Conn.

Transportation Corporations Controlled by Respondent.

(Company's Account.)

Name.	CONTROL.			
	Sole or joint.	How established.	Extent.	Direct or indirect.
Inactive Corporations: West River Railroad Co.,	Sole.	Ownership of Stock,	All.	Direct.

Facts Pertaining to Control of Respondent.

(Company's Account.)

Date of last meeting of stockholders for election of directors: January 12, 1911.

Date of last closing of stock books before end of year for which this report is made: June 15, 1911.

Total number of stockholders of record at that date: 389.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1911? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1911? No.

Road Operated — Entire Line.

(Lessee's Account.)

Name.	TERMINI.		Miles of line for each road named.
	From —	To —	
New London Northern,	New London, Conn.,	Brattleboro, Vt.	121
" (Palmertown Siding),	Montville, Conn.,	Palmer Town, Conn.	2.50

Road Leased or Otherwise Assigned for Operation.

(Company's Account.)

Name of every railway company the income of which, from lease or from other assignment for operation, is included in this report.

Name.	TERMINI.		Miles of line. (Single track.)	Name of lessee.
	From—	To—		
New London Northern,	New London,	Brattleboro,	121	Central Vermont
West River,	Conn.,	Vt., Londonderry,	36	Railway Co.
	Brattleboro,	Vt.,		Central Vermont
	Vt.,			Railway Co.
Total mileage,.....			157	

Mileage of Line Owned — By States and Territories.

State or Territory.	LINE OWNED (Single Track).	
	Main line.	Total.
Connecticut,	56.10	56.10
Massachusetts,	54.90	54.90
Vermont,	10.00	10.00
Total mileage owned,	121.00	121.00

Road or Tracks Assigned to Another Carrier Through Lease or Other Agreement.

(Company's Account.)

Name of operating company.	Miles of line.	Date.	Lease or agreement.		Concise summary of provisions.
			TERM.		
			From —	To —	
Central Vermont Railway Co., Leased to the Central Vermont Railroad Company, (succeeded by the Central Vermont Railway Company), lease assumed by the Central Vermont Railway Company May 1, 1899.	157	Dec. 1, 1891	Dec. 1, 1891 Aug. 1, 1899 June 1, 1905	Dec. 1, 1990 Dec. 1, 1990 Dec. 1, 1990	Rental \$211,000 per annum. \$2 552 50 annually for rent of Palmertown siding. \$3,000 per annum for interest on West River R. R. Bonds.

Capital Stock.
(Company's Account.)

Kind.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	DIVIDENDS DECLARED DURING YEAR.	
						Rate.	Amount.
Common,	20,000	\$100	\$2,000,000	\$1,500,000	\$1,500,000	9 per ct.	\$135,000.00

Purpose of the issue.	Total number of shares outstanding.	Total cash realized.	Remarks.
Issued for cash :	3,407	\$340,673.00	
Issued for acquisition of securities :	567	56,667.00	Stock of Amherst, Belcher-town and Palmer Railroad.
Issued for reorganization :	11,026	1,102,660.00	Bonds.
Total,	15,000	\$1,500,000.00	

Funded Debt.
(Company's Account.)

Designation of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.
	Date of issue.	Date of maturity.			
Four per cent. thirty years' gold bonds,	1910. July 1.	1940. July 1.	\$1,500,000	\$1,500,000	\$1,500,000.00
Total, . . . . .	.....	.....	\$1,500,000	\$1,500,000	\$1,500,000.00

INTEREST.

Rate.	When payable.	Amount accrued during year.	Amount paid during year.
4 per cent.	January and July.	\$60,000.00	\$60,000.00
Total, . . . . .	.....	\$60,000.00	\$60,000.00

"\$60,000 interest paid during the year" include cash deposited in the Mechanics and Metals National Bank of the City of New York to pay \$30,000 interest due July 1st.

Recapitulation of Funded Debt.

(Company's Account.)

Kind of bond or obligation.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.	
			Amount accrued during year, charged to income.	Amount paid during year.
Mortgage Bonds, .	\$1,500,000.00	\$1,500,000.00	\$60,000.00	\$60,000.00

Purpose of the issue.	Total par value issued during the year.	Cash realized on amount issued during the year.	Total par value outstanding.	Total cash realized.
Issued for Refundment of Securities :	\$1,500,000	\$1,474,650	\$1,500,000	\$1,474,650
Total,	\$1,500,000	\$1,474,650	\$1,500,000	\$1,474,650

Recapitulation of Capitalization.

(Company's Account.)

Account.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock, . .	\$1,500,000.00	\$1,500,000.00	121	\$12,397.00
Funded Debt, . .	1,500,000.00	1,500,000.00	121	12,397.00
Total,	\$3,000,000.00	\$3,000,000.00	.....	\$24,794.00

Discount on Securities.

(Company's Account.)

Class of bond or obligation.	NET AMOUNT OF DISCOUNT.		
	Total.	Charged to income or profit and loss.	To be charged during remaining life of security.
Four per cent. thirty years' first mortgage gold bonds,	\$25,350.00	\$845.00	\$24,505.00
Total,	\$25,350.00	\$845.00	\$24,505.00

Security for Funded Debt.

(Company's Account.)

Designation of bond or obligation.	ROAD OR TRACKS MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Four per cent. thirty years first mortgage gold bonds, \$. . .	New London, Conn.	Brattleboro, Vt.,	121	\$12,397

Summary of Road and Equipment.

(Company's Account.)

INVESTMENT TO JUNE 30, 1907:

Road,	\$2,927,136.45
Equipment,	253,420.44
Total,	\$3,180,556.89
Net total,	\$3,180,556.89
Cost per mile of line,	26,285.59

Income Account.

(Lessee's Account.)

OPERATING INCOME:**Rail operations:**

Operating revenues,	\$1,102,277.25
Operating expenses,	910,250.32
Net operating revenue,	\$192,026.93
Total net revenue,	\$192,026.93
Taxes accrued,	46,346.53
Operating income,	\$145,680.40

OTHER INCOME:**Other rents — credits:**

Joint facilities,	\$3,508.32
Miscellaneous rents,	10,944.45— \$14,452.77

Total other income,	14,452.77
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Gross corporate income,	\$160,133.17
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DEDUCTIONS FROM GROSS CORPORATE INCOME:

Rents accrued for lease of other roads,	\$203,952.50
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Other rents — debits:

Hire of equipment—balance,	\$64,349.06
Joint facilities,	1,230.00
Miscellaneous rents,	25,220.00— 90,799.06

Total deductions from gross corporate income,	294,751.56
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Net corporate loss,	\$134,618.39
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Income Account — Continued.

(Company's Account.)

GROSS INCOME:

From lease of road,	\$216,552.50
Salaries and maintenance of organization,	10,742.61
	<hr/>
Net income from lease of road,	\$205,809.89

OTHER INCOME:

Interest on other securities, loans, and accounts,	\$794.58	
	<hr/>	
Total other income,	794.58	
	<hr/>	
Gross corporate income,		\$206,604.47

DEDUCTIONS FROM GROSS CORPORATE INCOME:

Interest accrued on funded debt,	\$60,000.00	
Other interest, West River R. R. bonds,	3,000.00	
Extinguishment of discount on securities,	845.00	
	<hr/>	
Total deductions from gross corporate income,		63,845.00
		<hr/>
Net corporate income,		\$142,759.47

DISPOSITION OF NET CORPORATE INCOME:

Dividends declared:		
On common stock, 9 per cent. pay- able July, October, January, April,		135,000.00
		<hr/>
Balance for year carried forward to credit of profit and loss,		\$7,759.47

Profit and Loss Account.

(Company's Account.)

Debit.		Credit.	
		Balance June 30, 1910,	\$490,156.32
		Balance for year brought forward from Income Account,	7,759.47
Balance Credit, June 30, 1911, carried to General Balance Sheet,	\$497,915.79	Balance Debit, June 30, 1911, carried to General Balance Sheet,	\$497,915.79

Operating Revenues.

(Lessee's Account.)

I. REVENUE FROM TRANSPORTATION:		Total revenue.
Freight revenue,		\$829,791.86
Passenger revenue,		202,891.69
Excess baggage revenue,		1,532.30
Mail revenue,		16,512.00
Express revenue,		24,559.51
Milk revenue (on passenger trains),		6,500.23
Other passenger-train revenue,		1,330.93
Total passenger service train revenue,		\$253,326.66
Switching revenue,		9,525.31
Miscellaneous transportation revenue,		1,040.98
Total revenue from transportation,		\$1,093,684.81
II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:		
Station and train privileges,		625.14
Parcel-room receipts,		83.72
Storage — freight,		50.05
Storage — baggage,		82.39
Car service,		3,381.46
Rents of buildings and other property,		217.35
Miscellaneous,		4,152.33
Total revenue from operations other than transportation,		\$8,592.44
Total operating revenues — entire line,		\$1,102,277.25

Securities Owned — Stocks.

(Company's Account.)

	Total par value.	Unpledged. Cost or book value.
Stocks of railway companies—Inactive:		
West River,	\$150,000.00	\$150,000.00
Totals,	\$150,000.00	\$150,000.00
Dividends declared: None.		

Advances to Proprietary, Affiliated, and Controlled Companies.

(Company's Account.)

Advances for construction, equipment, and betterments.

Brattleboro and Whitehall (now West River) Railroad,	\$287,493.02
Less capital stock,	150,000.00
Total,	\$137,493.02

Operating Expenses — Entire Line.

(Lessee's Account.)

Account.	Amount.	Ratio to total of general account. Per cent.	Ratio to total operating expenses. Per cent.
I. MAINTENANCE OF WAY AND STRUCTURES:			
Superintendence,	\$4,723.02	3.39	.52
Ties,	23,116.85	16.59	2.54
Rails,	7,460.64	5.36	.82
Other track material,	3,337.25	2.39	.37
Roadway and track,	46,731.23	33.55	5.13
Removal of snow, sand, and ice,	1,536.12	1.10	.17
Bridges, trestles, and culverts,	3,887.02	2.79	.43
Over and under grade crossings,	18,364.29	13.18	2.02
Grade crossings, fences, cattle guards, and signs,	2,206.11	1.58	.24
Signals and interlocking plants,	148.66	.10	.01
Telegraph and telephone lines,	718.16	.52	.09
Buildings, fixtures, and grounds,	13,205.19	9.48	1.45
Docks and wharves,	12,574.43	9.03	1.38
Roadway tools and supplies,	1,152.70	.83	.13
Injuries to persons,	223.85	.16	.02
Stationery and printing,	176.33	.13	.02
Maintaining joint tracks, yards, and other facilities — Dr.,	1,637.69	1.18	.18
Maintaining joint tracks, yards, and other facilities — Cr.,	1,890.87	1.36	.21
Total — maintenance of way and structures,	\$139,308.67	100.00	15.31
II. MAINTENANCE OF EQUIPMENT:			
Superintendence,	\$2,818.02	4.81	.31
Steam locomotives — repairs,	30,065.43	51.28	3.30
Steam locomotives — depreciation,	6,318.67	10.78	.69
Passenger-train cars — repairs,	3,781.77	6.45	.42
Passenger-train cars — depreciation,	1,474.07	2.51	.16
Freight-train cars — repairs,	4,940.86	8.42	.54
Freight-train cars — depreciation,	7,511.06	12.81	.83
Work equipment — repairs,	80.58	.14	.01
Work equipment — depreciation,	737.09	1.26	.09
Shop machinery and tools,	420.52	.72	.04
Injuries to persons,	66.19	.11	.01
Stationery and printing,	415.76	.71	.04
Total — maintenance of equip- ment,	\$58,630.02	100.00	6.44

Operating Expenses — *Continued.*
(Lessee's Account) — *Continued.*

Account.	Amount.	Ratio to total of general account. Per cent.	Ratio to total of operating expenses. Per cent.
III. TRAFFIC EXPENSES:			
Superintendence,	\$5,097.05	20.23	.56
Outside agencies,	12,221.07	48.51	1.34
Advertising,	2,479.24	9.84	.27
Traffic associations,	266.40	11.06	.03
Fast freight lines,	2,177.32	8.64	.24
Stationery and printing,	2,951.83	11.72	.33
Other expenses,	1.62	..	..
Total — traffic expenses,	\$25,194.53	100.00	2.77
IV. TRANSPORTATION EXPENSES:			
Superintendence,	\$8,371.83	1.29	.92
Dispatching trains,	4,762.27	.84	.52
Station employees,	252,606.85	38.98	27.75
Weighing and car-service associations,	1.33	..	..
Station supplies and expenses,	7,522.46	1.16	.83
Yardmasters and their clerks,	5,800.26	.90	.64
Yard conductors and brakemen,	8,265.58	1.27	.91
Yard switch and signal tenders,	109.79	.02	.01
Yard supplies and expenses,	65.73	.01	.01
Yard enginemen,	6,307.28	.97	.69
Enginehouse expenses — yard,	2,876.90	.44	.32
Fuel for yard locomotives,	23,434.49	3.62	2.58
Water for yard locomotives,	217.58	.03	.02
Lubricants for yard locomotives,	236.05	.04	.03
Other supplies for yard locomotives,	247.26	.04	.03
Operating joint yards and terminals			
— Dr.,	2,147.18	.33	.24
Operating joint yards and terminals			
— Cr.,	3,980.61	.61	.44
Road enginemen,	43,756.24	6.75	4.81
Enginehouse expenses — road,	12,733.67	1.97	1.40
Fuel for road locomotives,	125,377.14	19.35	13.77
Water for road locomotives,	2,924.41	.45	.32
Lubricants for road locomotives,	1,159.90	.18	.13
Other supplies for road locomotives,	1,271.66	.20	.14
Road trainmen,	59,668.38	9.25	6.59
Train supplies and expenses,	8,504.13	1.31	.93
Interlockers and block and other sig- nals — operation,	31.97	..	..
Crossing flagmen and gatemen,	3,280.83	.51	.36
Clearing wrecks,	867.48	.13	.09
Telegraph and telephone — operation,	2,972.95	.46	.33
Stationery and printing,	4,932.91	.76	.54
Other expenses,	8,857.97	1.37	.97
Loss and damage — freight,	4,224.73	.65	.46

Operating Expenses — Continued.

(Lessee's Account) — Continued.

Account.	Amount.	Ratio to total of general account. Per cent.	Ratio to total operating expenses. Per cent.
Loss and damage — baggage,	8.46	..	..
Damage to property,	34,439.19	5.31	3.78
Damage to stock on right of way,	262.20	.04	.03
Injuries to persons,	6,876.03	1.06	.76
Operating joint tracks and facilities — Dr.,	6,646.61	1.02	.73
Total — transportation expenses, \$648,089.09		100.00	71.20

V. GENERAL EXPENSES:

Salaries and expenses of general officers, \$6,403.08	16.41	.70
Salaries and expenses of clerks and attendants,	11,501.62	29.47
General office supplies and expenses, 222.50	.57	.02
Law expenses,	15,087.19	38.66
Insurance,	2,861.52	7.33
Stationery and printing,	1,593.48	4.08
Other expenses,	1,353.62	3.48
Total — general expenses, . . . \$39,028.01	100.00	4.28

RECAPITULATION OF EXPENSES:

I. Maintenance of way and structures, \$139,308.67	15.31
II. Maintenance of equipment, 58,630.02	6.44
III. Traffic expenses, 25,194.53	2.77
IV. Transportation expenses, 648,089.09	71.20
V. General expenses, 39,028.01	4.28

Total operating expenses, . . . \$910,250.32	100.00
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Ratio of operating expenses to operating revenues, 82.58 per cent.

Rents Receivable.

FROM JOINT FACILITIES (Lessee's Account).

Facility leased.	Location.	Name of lessee.	Amount.
Joint yards and terminals:	Brattleboro, Vt., Belchertown, Mass.,	Boston & Maine R. R. " " " "	\$3,375.00 133.32
Total, . . . . .	. . . . .	. . . . .	\$3,508.32

Rents Receivable—Concluded.**FROM LEASE OF ROAD (Company's Account).**

Road leased.	Location.	Name of lessee.	Amount.
New London Northern, West River,	New London, Conn., to Brattleboro, Vt.	Central Vermont Railway Co.	\$216,552.50

MISCELLANEOUS RENTS (Lessee's Account).

Description of property.	Location.	Name of lessee.	Amount.
Land, . . .	Millers Falls, Mass.,	Thomas O'Keefe, . . .	\$105.00
" . . .	Amherst, "	C. R. Elder Co., . . .	125.00
" . . .	" "	Hills Co., . . .	125.00
Tenements, . .	Palmer, "	Wright Wire Co., . . .	144.00
Land, . . .	Norwich, Conn.,	McCrum & Howell, . . .	100.00
" . . .	" "	Chas. Strosburg, . . .	252.00
Tenements, . .	" "	" " . . .	125.00
" . . .	" "	Chelsea Dis. Co., . . .	75.00
" . . .	New London, Conn.,	Patrick Lynch, . . .	120.00
Land, . . .	" "	Manual D. S., . . .	120.00
Tenements, . .	" "	John Sweeney, . . .	210.00
Land, . . .	" "	Thames River Lumber Co., . .	100.00
Premises, . . .	" "	Standard Oil Co., . . .	300.00
Station, . . .	" "	New London Union Pass. Sta.,	2,580.16
Water front, . .	New York city,	New York, . . .	5,141.85
Miscellaneous, .	Small rentals of tene-	ments and parcels of land, .	1,321.44
Total, . . .	. . . . .	. . . . .	\$10,944.45

Rents Payable.**1. FOR JOINT FACILITIES (Lessee's Account).**

Location.	Name of lessor.	Amount.
Palmer, Mass., . . .	Boston & Albany, R. R., . . .	\$1,250.00
Total, . . . . .	. . . . .	\$1,250.00

2. FOR LEASE OF ROAD (Lessee's Account).

Road leased.	Cash.	Total.
New London Northern R. R.....	\$203,952.50	\$203,952.50

Rents Payable—Concluded.**3. MISCELLANEOUS RENTS.**

Description of property.	Location.	Name of lessor.	Amount.
Land, . . .	Amherst, Mass.,	Amherst College,	\$200.00
" . . .	" "	Geo. B. Barnett,	20.00
Water front,	New York City,	New York City,	25,000.00
Total, . . .	. . . . .	. . . . .	\$25,220.00

Hire of Equipment.**A. EQUIPMENT LEASED (Lessee's Account).**

None.

B. EQUIPMENT INTERCHANGED.

Kind of equipment.	Basis of compensation.				Total compensation.
	Locomotive days or Car days.		Locomotive miles or car miles.		
	Number.	Rate.	Number.	Rate.	
Accrued on equipment borrowed :					
Passenger locomotives,			285,465	4½c	\$12,845.94
Freight locomotives, .			309,254	4½c	13,916.43
Passenger-train cars, .			580,333	2 c	11,606.76
Freight-train cars, .	137,631	30c			41,289.30
" " " .	135,852	35c			47,548.20
Total, . . .	273,483		1,175,057		\$127,206.63
Accrued on equipment loaned :					
Passenger locomotives,			40,757	4½c	\$1,834.07
Freight locomotives, .			44,154	4½c	1,986.92
Passenger-train cars, .			110,961	2 c	2,219.23
Freight-train cars, .	{ 83,130	30c			{ 24,939.00
	{ 91,081	35c			{ 31,878.35
Total, . . .	174,211		195,872		\$62,857.57

Recapitulation of Hire of Equipment.

Account.	Amount receivable.	Amount payable.
Equipment interchanged,	\$62,857.00	\$127,206.63
Total,	\$62,857.00	\$127,206.63
Balance,		64,349.06

Taxes and Assessments.

FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.

(Lessee's Account.)

	Internal revenue U. S. government.	Total.
Massachusetts, . . . . .	.....	\$25,694.13
Connecticut, . . . . .	.....	18,830.91
New York, . . . . .	.....	511.50
	<u>\$1,309.99</u>	<u>1,309.99</u>
Totals,	\$1,309.99	\$46,346.53

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. Adjustments in the book value of securities owned, and reasons therefor; 10. All other important financial changes:

Consolidated bonds matured July 1, 1910, have all been redeemed except one of \$1,000, which has not been presented for payment. New four per cent. thirty-year first mortgage gold bonds were issued in their place.

Comparative General Balance Sheet.
(Company's Account.)

JUNE 30, 1910.		ASSETS.	JUNE 30, 1911.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		Property Investment—			
		I. Road and equipment—			
\$2,927,136.45		Investment to June 30, 1907,	\$2,927,136.45		
248,420.44	\$3,175,556.89	Road—page 219, . . .	253,420.44	\$3,180,556.89	
		Equipment—page 219, .			
	\$3,175,556.89	Total,		\$3,180,556.89	\$5,000.00
\$150,000.00		II. Securities—	\$150,000.00		
		Stocks—page, 221. .			
	\$150,000.00	Total,		\$150,000.00	
\$137,493.02		III. Other Investments:			
		Advances to proprietary, af-			
		filiated, and controlled com-			
		panies for construction,			
		equipment, and better-	\$137,493.02		
		ments—page 221, . . .			
5,000.00		Miscellaneous investments—			
		Physical property . . .			
	\$142,493.02	Total,		\$137,493.02	*\$5,000.00
\$94,443.55		Working Assets:			
	\$94,443.55	Cash,	\$74,558.03		
		Miscellaneous, . . .		\$74,558.03	
		Total,		\$74,558.03	*\$19,885.52
		Deferred debit items:			
		Un- extinguished discount on	\$24,505.00	\$24,505.00	\$24,505.00
		funded debt,			
		Total,		\$24,505.00	\$24,505.00
	\$3,562,493.46	Grand total,		\$3,567,112.94	\$4,619.48

*Decrease.

Comparative General Balance Sheet — *Continued.*

JUNE 30, 1910.		LIABILITIES.	JUNE 30, 1911.		Increase or decrease
Item.	Amount.		Item.	Amount.	
\$1,500,000.00		Stock:			
		Capital stock,			
		Common stock not held by company,	\$1,500,000.00		
	\$1,500,000.00	Total,		\$1,500,000.00	
\$1,500,000.00		Mortgage, bonded, and secured debt:			
		Mortgage bonds not held by company,	\$1,500,000.00		
		Receivers' certificates, . .		1,500,000.00	
	\$1,500,000.00	Total,		\$1,500,000.00	
\$250.00		Working Liabilities:			
4,027.14		Audited vouchers and wages unpaid,	\$250.01		.01
		Matured interest dividends, and rents unpaid,	67,697.14		\$68,670.00
		Matured mortgage, bonded, and secured debt unpaid, . .	1,000.00		1,000.00
	\$4,277.14	Total,		\$68,947.15	\$64,670.01
\$68,060.00		Accrued Liabilities not Due:			
		Unmatured interest, divi- dends, and rents payable, . .	\$250.00		*67,810.00
	\$68,060.00	Total,		\$250.00	*67,810.00
	\$490,156.32	Profit and Loss:			
		Balance—page, 220		\$497,915.79	\$7,759.47
	\$3,562,493.46	Grand total,		\$3,567,112.94	\$4,619.48

*Decrease.

Employees and Salaries—Entire Line (Lessee's Account).

Class.	No. on June 30.	Total no. of days worked.	Total yearly compensation.	Av. daily compensation.
Officers,	2	730	\$4,260.00	\$5.84
General Office Clerks,	2	730	1,260.00	1.73
Station Agents,	32	11,680	22,155.00	1.90
Other Station Men,	350	109,200	189,650.30	1.74
Enginemen,	27	8,424	29,938.50	3.55
Firemen,	31	9,672	23,212.80	2.40
Conductors,	22	6,864	22,994.40	3.35
Other Trainmen,	42	13,104	30,901.28	2.35
Machinists,	17	5,304	14,055.60	2.65
Carpenters,	15	4,680	10,530.00	2.25
Other Shopmen,	47	14,664	26,395.20	1.80
Section Foremen,	27	8,838	17,057.34	1.93
Other Trackmen,	67	20,798	31,197.00	1.50
Switch Tenders, Crossing Tenders, and Watchmen,	16	4,990	9,980.00	2.00
Telegraph Operators and Dispatchers,	22	7,611	15,602.10	2.05
All other Employees and Laborers,	18	5,616	7,750.08	1.38
Total (Excluding "General Officers"),	737	232,905	\$456,939.60	\$1.96
Distribution of above:				
Maintenance of Way and Structures,	103	32,453	55,719.34	1.72
Maintenance of Equipment,	70	21,831	43,495.80	1.99
Transportation Expenses,	560	177,161	352,204.46	1.99
General Expenses,	4	1,460	5,520.00	3.79
Total ("Excluding General Officers," Entire Line,)	737	232,905	\$456,939.60	\$1.96

Traffic and Mileage Statistics—Entire Line.

(Lessee's Account.)

Item.	Column for No. passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue, . .	491,378	.....	.....	.....
No. of passengers carried one mile, . . .	7,880,698	.....	.....	.....
No. of pass'gers carried 1 mile per mile of road,	63,406	.....	.....	.....
Average distance carried, miles, . . .	15.94	.....	.....	.....
Total passenger revenue (p. 221), . . .	.....	202,891	69	.....
Average am't received from each passenger,	.....	.....	41	2.90
Average receipts per passenger per mile, . .	.....	.....	03	5.91
Total pass'r service, train revenue, (p. 221), .	.....	253,326	66	.....
Pass'r service, train rev. per mile of road, . .	.....	2,051	23	.....
Pass'r service, train revenue per train mile, .	.....	.....	84	5.33
Freight Traffic:				
No. of tons carried of freight earning revenue, (p. 233)	1,857,343	.....	.....	.....
No. tons carried one mile,	77,372,915	.....	.....	.....
No. of tons carried one mile per mile of road,	626,501	.....	.....	.....
Average distance haul of one ton, miles, . .	41.66	.....	.....	.....
Total freight revenue (p. 221), . . .	.....	829,791	86	.....
Average am't received for each ton of freight,	.....	.....	44	6.76
Average receipts per ton per mile, . . .	.....	.....	01	0.73
Freight revenue per mile of road, . . .	.....	6,718	96	.....
Freight revenue per train mile, . . .	.....	2	23	3.15
Total Traffic:				
Operating revenues (p. 221), . . .	.....	1,102,277	25	.....
Operating revenues per mile of road, . . .	.....	8,952	32	.....
Operating revenues per train mile, . . .	.....	1	64	1.37
Operating expenses (p. 224), . . .	.....	910,250	32	.....
Operating expenses per mile of road, . . .	.....	7,370	45	.....
Operating expenses per train mile, . . .	.....	1	35	5.48
Net operating revenue (p. 219), . . .	.....	192,026	93	.....
Net operating revenue per mile of road, . .	.....	1,554	87	.....
Average number of passengers per car mile,				
Average number of passengers per train mile,	11.	.....	.....	.....
Average no. of passenger cars per train mile,	26.	.....	.....	.....
Average no. of tons of freight per loaded car mile,	3.40	.....	.....	.....
Average no. of tons of freight per train mile,	13.32	.....	.....	.....
Average no. of freight cars per train mile, . .	208.23	.....	.....	.....
Average no. of loaded cars per train mile, . .	19.90	.....	.....	.....
Average no. of empty cars per train mile, . .	15.64	.....	.....	.....
Average mileage operated during year, . . .	3.07	.....	.....	.....
	123.50	.....	.....	.....

Traffic and Mileage Statistics—Entire Line — *Concluded.*

(Lessee's Account.)

Classification.	Item.	Total.
Locomotive Mileage, Revenue Service:		
Freight locomotive-miles,	375,780	
Passenger locomotive-miles,	303,627	
Special locomotives-miles,	304	
Switching locomotive-miles,	127,320	
Total revenue locomotive mileage,		807,031
Non-revenue service, locomotive-miles,		7,810
Car Mileage, Revenue Service:		
Freight car-miles:		
Loaded,	5,810,271	
Empty,	1,139,802	
Caboose,	371,578	
Total freight car-miles,		7,321,651
Passenger car-miles:		
Passenger,	678,170	
Sleeping, parlor, and observation,	46,959	
Other passenger-train cars,	294,696	
Total passenger car-miles,		1,019,825
Special car-miles:		
Freight—loaded,	1,763	
Caboose,	93	
Passenger,	854	
Sleeping, parlor, and observation,	533	
Other passenger-train cars,	140	
Total special car-miles,		3,383
Total revenue car mileage,		8,344,859
Non-revenue service car-miles,		27,558
Train Mileage, Revenue Service:		
Freight train-miles,	371,578	
Passenger train-miles,	299,677	
Special train-miles,	304	
Total revenue train mileage,		671,559
Non-revenue service train-miles,		7,929

Freight Traffic Movement — Entire Line.

(Lessee's Account).

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Whole tons.	Whole tons.	Percent.
Products of Agriculture:				
Grain,	705	25,716	26,421	1.42
Flour,	142	9,832	9,974	.54
Other Mill Products,	1,576	36,614	38,190	2.06
Hay,	110	23,491	23,601	1.27
Total,	2,533	95,653	98,186	5.29
Products of Animals:				
Live Stock,	1,214	3,276	4,490	.24
Other Packing-House Products,	517	4,918	5,435	.29
Poultry, Game and Fish,	143	5,220	5,363	.29
Wool, . . . . .	.....	2,413	2,413	.13
Hides and Leather,	511	8,417	8,928	.48
Total,	2,385	24,244	26,629	1.48
Products of Mines:				
Anthracite Coal, . . . . .	.....	79,620	79,620	4.29
Bituminous Coal, . . . . .	.....	311,623	311,623	16.78
Coke, . . . . .	.....	420	420	.02
Ores, . . . . .	.....	504	504	.03
Stone, Sand, and other like articles,	58,414	31,215	89,629	4.82
Total,	58,414	423,382	481,796	25.94
Products of forests:				
Lumber,	11,817	24,328	36,145	1.95
Total,	11,817	24,328	36,145	1.95
Manufactures:				
Petroleum and other Oils, . . . . .	.....	8,500	8,500	.46
Sugar, . . . . .	.....	59,427	59,427	3.20
Iron, Pig and Bloom, . . . . .	.....	5,554	5,554	.30
Cement, Brick and Lime,	2,020	33,221	35,241	1.90
Wines, Liquors and Beers,	452	2,929	3,381	.18
Household Goods and Furniture,	673	3,101	3,774	.20
Other Manufactures,	83,214	249,272	332,486	17.90
Total,	86,359	362,004	448,363	24.14
Merchandise,	212,020	534,410	746,430	40.19
Miscellaneous:				
Other commodities not mentioned above,	7,776	12,018	19,794	1.06
Total Tonnage,	381,304	1,476,039	1,857,343	100.00

Description of Equipment—Entire Line.
(Lessee's Account.)

Item.	Number on June 30, 1910.	Number added during year.	Number retired during year.	Number on June 30, 1911.	No. fitted with train brake.	No. fitted with au- tomatic coupler.
Locomotives—Owned or Leased :						
Freight,	15	3	0	18	18	18
Switching,	1	0	0	1	1	1
Total Locomotives in Service,	16	3	0	19	19	19
Less Locomotives Leased, .	8	3	0	11	11	11
Total Locomotives Owned,	8	0	0	8	8	8
Cars Owned or Leased :						
In Passenger Service :						
First-class Cars,	11	0	1	10	10	10
Combination Cars,	8	0	0	8	8	8
Baggage, Exp., and Postal Cars	2	0	0	2	2	2
Total,	21	0	1	20	20	20
Cars in Freight Service :						
Box Cars,	11	0	11	0	0	0
Coal Cars,	28	0	16	12	12	12
Total,	39	0	27	12	12	12
Cars in Company's Service :						
Derrick Cars,	1	0	0	1	0	1
Caboose Cars,	4	0	0	4	4	4
Other Road Cars,	27	0	0	27	7	27
Total,	32	0	0	32	11	32
Total Cars in Service, .	92	0	28	64	43	64

EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT:
None.

Mileage — Entire Line.**A. Mileage of Road Operated (All Tracks). (Lessee's Report.)**

Line in use.	Line owned, main line.	RAILS.	
		Iron.	Steel.
Miles of single track,	121.00	.....	121.00
Miles of yard track and sidings,	38.18	3.00	35.18
Total mileage operated (all tracks),	159.18	3.00	156.18

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory.	Line owned, main line.	Total mileage operated.	Steel Rails.
Vermont,	10.00	10.00	10.00
Massachusetts,	54.90	54.90	54.90
Connecticut,	56.10	56.10	56.10
Total mileage operated (single track),	121.00	121.00	121.00

Renewals of Rails and Ties (Lessee's Account).**NEW TIES LAID DURING YEAR.**

Kind.	Number.	Average Price at distributing Point cents.
Chestnut,	35,044	44
Total,	35,044	44

Consumption of Fuel by Locomotives.**(Lessee's Account.)**

Locomotives.	Bituminous coal — tons.	Soft wood — cords.	Total fuel consumed — tons.	Miles run.	Average pounds consumed per mile.
Revenue Service:					
Freight,	23,861	91	23,906	375,780	127.23
Passenger,	19,277	74	19,314	303,627	127.22
Special,	21	.....	21	304	138.16
Switching,	8,081	31	8,097	127,320	127.19
Nonrevenue Service,	497	2	498	7,810	127.53
Total,	51,737	198	51,836	814,841	127.23
Average cost at distributing point,	\$2.71	\$1.00	\$2.71		

Accidents to Persons — State of Connecticut.

(Lessee's Account.)

a. Accidents resulting from the movement of trains, locomotives, or cars.

EMPLOYEES.

Kind of Accident.	TRAIN-MEN.	SHOP-MEN.	TRACK-MEN.	TOTAL.
	Injured.	Injured.	Injured.	Injured.
Collisions,	3		1	4
Derailments,	1			1
Falling from Trains, Locomotives, or Cars, .	9			9
Jumping on or off Trains, Locomotives, or Cars,	2	1		3
Overhead Obstructions,	1			1
Other causes,	1	1		2
Total,	17	2	1	20

OTHER PERSONS.

Kind of Accident.	PASSENGERS.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions,		14				14
Derailments,		2				2
Falling from Trains, Locomotives, or Cars,			1		1	
Struck by Trains, Locomotives, or Cars:						
At Stations,			1		1	
At other points along track, .			3	1	3	1
Other Causes,		1				1
Total,		17	5	1	5	18

b. Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars.

Accidents to Persons — Continued.**EMPLOYEES.**

Kind of Accident.	STATION- MEN.	SHOP- MEN.	OTHER EMPLOY- EES.	OTHER PERSONS.
	Injured.	Injured.	Injured.	Injured.
Handling Traffic,	8		1	9
Handling Tools, Machinery, etc.,		1	1	2
Handling Supplies, etc.,	1			1
Total,	9	1	2	12

SUMMARY.

Summary—Tables A and B.	Killed.	Injured.
Table A : Railway Employees,		20
Passengers,		17
Other Persons,	5	1
Table B : Railway Employees,		12
Total,	5	50

Characteristics of Road—State of Connecticut.

(Lessee's Account.)

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.
		Feet.	Feet.	Feet.
Bridges : Iron,	39	2,679	8	208
Wooden,	20	313	10	26
Total,	59	2,992	18	234
Trestles,	18	2,771	....	....

Characteristics of Road—State of Connecticut—Continued.**OVERHEAD HIGHWAY CROSSINGS.**

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings :			
Bridges,	4	14	10½
Total,	4	..	..
Overhead Railway Crossings :			
Bridges,	4	18	1
Total,	4	..	..
Tunnels,	1	16	..

GAUGE OF TRACK — 4 feet 8½ inches; 121 miles.

Telegraph.

A. Owned by company making this report: None.

B. Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
121	462	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

VERMONT,
COUNTY OF FRANKLIN. } ss.

We, the undersigned, G. C. Jones, General Manager, and W. G. Crabbe, Auditor, of Central Vermont Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of the New London Northern Railroad in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said road by the Central Vermont Ry. Co. during the period for which said return is made, to the best of our knowledge, information, and belief.

G. C. JONES,
General Manager

W. G. CRABBE,
Auditor.

Subscribed and sworn to before me this 13th day of September, 1911.

C. H. ANDERSON,
Notary Public.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON. } ss.

We, the undersigned, C. H. Osgood, President, and John C. Averill, Treasurer, of The New London Northern Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

C. H. OSGOOD,
President.

JOHN C. AVERILL,
Treasurer.

Subscribed and sworn to before me this 14th day of September, 1911.

JUSTUS A. SOUTHARD,
Notary Public.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

1. Exact name of common carrier making this report: The New York, New Haven and Hartford Railroad Company.

2. Date of organization: See History.

3. Under laws of what government, state, or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof: See History.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same: See History.

5. Date and authority for each consolidation: See History.

6. If a reorganized company, give name of original corporation and refer to laws under which it was organized: See History.

History.

The name of the common carrier making this report is The New York, New Haven and Hartford Railroad Company.

On May 31, 1907, The Consolidated Railway Company, organized August 31, 1901, and The New York, New Haven and Hartford Railroad Company, organized August 6, 1872, merged under the name of The New York, New Haven and Hartford Railroad Company.

The charter and amendments thereto of the merging company first above named are to be found in Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 145, 706; Vol. XV, p. 489.

This company was chartered as The Thompson Tramway Company, and the corporate name was changed by the Superior Court for New Haven County, January 24, 1902, to The Worcester and Connecticut Eastern Railroad Company, and was again changed by the Superior Court for New Haven County on May 18, 1904, to The Consolidated Railway Company.

The charter and amendments thereto of the merged company second above named are found in Conn. Public Acts, 1871, Chaps. 129, 152; do. 1889, Chap. 166; 1899, Chaps. 198, 226, Sec. 18; Special Laws of Conn., Vol. VII, pp. 465, 688; Vol. VIII, p. 411; Vol. X, p. 1298; Vol. XI, p. 32; Vol. XII, pp. 348, 642; Vol. XIII, p. 41; Vol. XIV, pp. 15, 869; Vol. XV, pp. 40, 1072; Mass. Acts and Resolves, 1872, Chap. 171; 1898, Chap. 399; 1901, Chap. 231; 1905, Chap. 252; 1906, Chaps. 160, 220, 237; 1907, Chap. 441. R. I. Acts and Resolves, Jan., 1892, p. 389; 1893, pp. 377, 379, 380; 1895, p. 165; 1897, p. 93; 1899, pp. 30, 35; 1900, pp. 79, 98; 1904, p. 103; 1905, p. 209; 1907, pp. 140, 184.

The constituent companies of The New York, New Haven and Hartford Railroad Company are:

The New York and New Haven Railroad Company: Special Laws of Conn., Vol. IV, pp. 1020, 1025, 1029, 1031; Vol. VI, pp. 88, 137, 226, 319, 716;

Conn. Public Acts, 1871, Chaps. 129, 152. Laws of New York, 1846, Chap. 195; 1848, Chap. 143. Mass. Acts and Resolves, 1872, Chap. 171.

The Hartford and New Haven Railroad Company, which had itself been consolidated with The Hartford and Springfield Railroad Corporation in 1847; with The Branch Company in 1850; with The Middletown Railroad Company in 1850; with Middletown Extension Railroad Company in 1861; with New Britain and Middletown Railroad Company in 1868; and with Windsor Locks and Suffield Railroad Company in 1871: Special Laws of Conn., Vol. I, pp. 1002, 1005, 1006; Vol. IV, pp. 874, 899, 900, 901, 903, 916, 917, 918, 919, 934, 938, 954, 967; Vol. V, pp. 32, 36, 570; Vol. VI, pp. 323, 578, 594, 791; Vol. VII, p. 688; Conn. Public Acts, 1871, Chap. 129; Mass. Acts and Resolves, 1839, Chap. 101; 1844, Chap. 28; 1845, Chap. 42; 1847, Chap. 244; 1852, Chap. 87; 1868, Chap. 355; 1872, Chaps. 127, 171.

The Stamford and New Canaan Railroad Company, successor of New Canaan Railroad Company: Special Laws of Conn., Vol. VI, pp. 10, 22; Vol. VIII, p. 196; Vol. IX, p. 682.

The Hartford and Connecticut Valley Railroad Company, successor of Connecticut Valley Railroad Company: Special Laws of Conn., Vol. VI, pp. 398, 548; Vol. VIII, pp. 348, 420; Vol. IX, pp. 203, 679. Mass. Acts and Resolves, 1876, Chap. 43; 1881, Chap. 116; 1882, Chap. 118.

New York, Providence and Boston Railroad Company: Special Laws of Conn., Vol. I, pp. 1019, 1023; Vol. IV, pp. 975, 978, 979, 1032, 1033; Vol. V, pp. 47, 205, 227, 243, 592; Vol. VI, p. 374; Vol. VII, p. 938; Vol. VIII, p. 4; Vol. IX, pp. 28, 503. Mass. Acts and Resolves, 1889, Chap. 345. R. I. Acts and Resolves, June, 1832, p. 67; June, 1833, p. 10; June, 1836, p. 3; Jan., 1840, p. 83; Jan., 1841, p. 8; Oct., 1842, p. 68; Oct., 1846, p. 86; May, 1847, p. 57; Oct., 1847, p. 48; Jan., 1848, p. 32; June, 1851, p. 44; May, 1858, p. 51; Jan., 1862, p. 239; May, 1864, p. 32; Jan., 1865, p. 261; May, 1868, p. 27; Jan., 1872, p. 184; May, 1872, p. 69; Jan., 1873, p. 206; Jan., 1875, p. 261; May, 1875, p. 42; Jan., 1876, p. 191; May, 1879, pp. 38, 39; Jan., 1880, pp. 141, 142; Jan., 1881, pp. 174, 178; Jan., 1885, p. 197; Jan., 1888, p. 245; May, 1888, p. 91; Jan., 1891, pp. 240, 244, 322; May, 1891, pp. 39, 41; Jan., 1892, p. 389.

The Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven: Special Laws of Conn., Vol. I, pp. 241, 242, 243; Vol. III, p. 283; Vol. VI, p. 182; Vol. XII, p. 632.

The Union Wharf Company in New Haven and The Contractors to Rebuild and Support Union Wharf and Pier in New Haven: General Assembly, Colony of Conn., May, 1760; do. May, 1772; do. State of Conn., 1790. Special Laws of Conn., Vol. I, pp. 497, 498, 502, 523, 525; Vol. VI, p. 9; Vol. XII, p. 632.

Shore Line Railway Company, successor in 1864 to The New Haven, New London and Stonington Railroad Company, which was formed by a merger in 1856 of New Haven and New London Railroad Company with New London and Stonington Railroad Company: Special Laws of Conn., Vol. IV, pp. 967, 973, 974, 975, 979; Vol. V, pp. 47, 243, 590, 766; Vol. VI, pp. 327, 394, 906; Vol. VIII, p. 364; U. S. Statutes at Large, Vol. IX, p. 165.

The Housatonic Railroad Company: Special Laws of Conn., Vol. I, p. 1025; Vol. IV, pp. 921, 922, 924, 925, 926, 927, 928; Vol. V, pp. 578,

609; Vol. IX, p. 617; Conn. Private Acts, 1870, p. 115. Mass. Acts and Resolves, 1847, Chap. 272; 1885, Chap. 338; 1886, Chap. 335; 1892, Chap. 227.

Shepaug, Litchfield and Northern Railroad Company, successor of Shepaug Valley Railroad Company and Shepaug Railroad Company: Special Laws of Conn., Vol. VI, pp. 96, 395, 790, 849; Vol. VII, pp. 3, 463; Vol. IX, p. 800; Vol. X, pp. 478, 847, 1342.

New Haven and Derby Railroad Company: Special Laws of Conn., Vol. V, p. 653; Vol. VI, p. 171, 826; Vol. VII, pp. 114, 343; Vol. VIII, p. 55; Vol. X, p. 23.

Danbury and Norwalk Railroad Company: Special Laws of Conn., Vol. I, p. 998; Vol. IV, pp. 885, 887; Vol. VI, pp. 48, 373, 655; Vol. VIII, p. 418; Vol. IX, pp. 329, 949.

Colchester Railway Company: Special Laws of Conn., Vol. VIII, p. 34.

The Rockville Railroad Company: Special Laws of Conn., Vol. V, pp. 139, 557; Vol. VIII, p. 418; Vol. X, p. 1107.

Rhode Island and Massachusetts Railroad Company, R. I. Div., incorporated under name of Rhode Island Mining Railroad Company: R. I. Acts and Resolves, Jan., 1865, p. 238; May, 1871, p. 54; Jan., 1872, p. 209; Jan., 1875, p. 254; May, 1875, p. 44; Jan. 1880, p. 143; Jan., 1882, p. 225; Jan., 1887, p. 242; Jan., 1888, p. 292A; Jan., 1890, p. 278; Jan., 1891, p. 322. Mass. Acts and Resolves, 1873, Chap. 214; 1890, Chap. 340.

The Naugatuck Railroad Company: Special Laws of Conn. Vol. IV, pp. 944, 949, 950, 951, 952; Vol. V, pp. 75, 753; Vol. VI, pp. 8, 9, 23, 293, 709.

The Watertown and Waterbury Railroad Company: Special Laws of Conn., Vol. VI, p. 647; Vol. XI, p. 31; sold under foreclosure of mortgage by Treasurer State of Conn. to Naugatuck Railroad Company in 1893.

Providence and Springfield Railroad Company, successor in 1872 to Woonasquatucket Railroad Company: R. I. Acts and Resolves, Jan., 1857, p. 62; May, 1865, p. 133; Jan., 1872, pp. 142, 215; May, 1874, p. 32; Jan., 1890, p. 264; Jan., 1891, pp. 241, 242; May, 1891, p. 43. Special Laws of Conn., Vol. X, p. 560. Mass. Acts and Resolves, 1891, Chap. 387.

Woonsocket and Pascoag Railroad Company: R. I. Acts and Resolves, May, 1887, p. 16; 1891, p. 245.

The Middletown, Meriden and Waterbury Railroad Company, formerly The Meriden and Cromwell Railroad Company and The Meriden and Waterbury Railroad Company, consolidated, 1887, under name of The Meriden, Waterbury and Connecticut River Railroad Company; sold under foreclosure of mortgage and came into possession of Middletown, Meriden and Waterbury Railroad Company in 1898; original companies organized under general laws of State of Conn.: M. and C., July 10, 1882; M. and W., May 24, 1887; M., M. and W., November 3, 1898. Amendments, Special Laws of Conn., Vol. IX, p. 767; Vol. X, pp. 481, 745, 814.

Boston and New York Air Line Railroad Company, successor of New Haven, Middletown and Willimantic Railroad Company: Special Laws of Conn., Vol. VI, pp. 286, 329, 652; Vol. VII, pp. 2, 31, 273, 543, 767, 885; Vol. VII, p. 515.

The Providence Terminal Company, incorporated as New York, Providence and Boston and Old Colony Railroad Terminal Company: R. I. Acts and Resolves, May, 1891, p. 39; Jan., 1904, p. 103.

The Manufacturers Railroad Company, successor to The Manufacturers Street Railway Company of New Haven: Special Laws of Conn., Vol. XI, p. 861; Vol. XII, pp. 295, 1017; Vol. XIII, p. 817; Vol. XIV, p. 123.

Pawtuxet Valley Railroad Company: R. I. Acts and Resolves, May, 1868, p. 42; Jan., 1869, p. 207; May, 1872, p. 69; Jan., 1873, p. 203; May, 1875, p. 40; May, 1879, p. 23; Jan., 1880, p. 141; Jan., 1900, p. 98.

The New England Railroad Company, successor in 1895 to the New York and New England Railroad Company: Special Laws of Conn., Vol. XII, p. 8. Mass. Acts and Resolves, 1895, Chap. 484; 1908, Chap. 554. R. I. Acts and Resolves, May, 1895, p. 12. (The New England Railroad Company is lessee for one hundred years from February 1, 1869, of the property of the Norwich and Worcester Railroad Company.)

Berkshire Railroad Company: Mass. Acts and Resolves, 1836, Chap. 132; 1837, Chap. 162; 1838, Chap. 4; 1840, Chap. 50; 1842, Chap. 40; 1845, Chap. 133; 1875, Chaps. 99, 272; 1855, Chap. 404; 1866, Chap. 126; 1905, Chap. 207; 1906, Chap. 160.

Rhode Island and Massachusetts Railroad Company (in Mass.): Articles of Association filed with Secretary of State of Massachusetts, 1876; Mass. Acts and Resolves, 1906, Chap. 220.

The New Haven and Northampton Company: Special Laws of Conn., Vol. I, pp. 300, 307, 308; Vol. IV, pp. 888, 893, 982, 983, 984, 985, 1380; Vol. V, pp. 460, 724; Vol. VI, pp. 217, 733; Vol. VII, pp. 267, 871, 987; Vol. VIII, pp. 296, 420; Private Acts, 1870, p. 198; 1875, p. 130; Mass. Acts and Resolves, 1822, Chap. 59; 1825, Chap. 11; 1827, Chap. 128; 1829, Chap. 50; 1832, Chap. 47; 1836, Chaps. 199, 230; 1852, Chaps. 276, 315; 1853, Chaps. 397, 416; 1856, Chap. 180; 1857, Chap. 239; 1859, Chap. 242; 1862, Chap. 97; 1863, Chap. 69; 1865, Chap. 112; 1866, Chap. 66; 1869, Chaps. 259, 402; 1873, Chap. 15; 1879, Chap. 99; 1880, Chap. 26; 1881, Chap. 49; 1885, Chap. 297; 1906, Chap. 237.

Milford, Franklin and Providence Railroad Company: Articles of Association filed with Secretary of State of Mass., April 21, 1882; Mass. Acts and Resolves, 1908, Chap. 554.

Milford and Woonsocket Railroad Company: Mass. Acts and Resolves, 1855, Chap. 269; 1857, Chap. 104; 1859, Chap. 63; 1861, Chap. 98; 1863, Chap. 188; 1867, Chaps. 244, 319; 1868, Chaps. 34, 222; 1872, Chap. 144; 1873, Chap. 218; 1884, Chap. 133; 1888, Chap. 303; 1908, Chap. 554.

The People's Tramway Company: Special Laws of Conn., Vol. XI, p. 1045; Vol. XII, p. 1037; Vol. XIII, p. 387.

The Putnam and Thompson Street Railway Company: Special Laws of Conn., Vol. XI, p. 746; Vol. XII, pp. 395, 1026.

The Danielson and Norwich Street Railway Company: Special Laws of Conn., Vol. XIII, p. 800.

The Winchester Avenue Railroad Company: Special Laws of Conn., Vol. X, p. 1224; Vol. XI, p. 995; Vol. XII, pp. 391, 1041; Vol. XIII, p. 902; Vol. XIV, p. 390.

New Haven and West Haven Horse Railroad Company: Special Laws of Conn., Vol. V, p. 741; Vol. VI, pp. 64, 140, 619, 793; Vol. VII, pp. 787,

788; Vol. VIII, pp. 105, 215; Vol. IX, p. 167; Vol. X, pp. 1129, 1322; Vol. XI, p. 994.

The Fair Haven and Westville Railroad Company: Special Laws of Conn., Vol. V, pp. 370, 498, 502, 620, 627, 655; Vol. VI, pp. 51, 404, 949; Vol. VII, pp. 382, 899; Vol. X, pp. 326, 356, 959, 1203; Vol. XI, pp. 863, 1040, 1066, 1160; Vol. XII, p. 472, 1019; Vol. XIII, pp. 369, 1024; Vol. XIV, p. 389.

The New Haven Street Railway Company, including State Street Horse Railroad Company, New Haven and Morris Cove Railroad Company, Edgewood Street Railroad Company, Lake Saltonstall Railroad Company, New Haven and East Haven River Railroad Company: Special Laws of Conn., Vol. VI, pp. 344, 346, 792; Vol. VII, pp. 63, 145, 314, 675, 787, 813, 873; Vol. VIII, p. 374; Vol. IX, p. 167; Vol. X, p. 1040; Vol. XI, pp. 843, 846, 863, 1042, 1065, 1066, 1070; Vol. XII, pp. 473, 919, 1015; Vol. XIII, p. 369.

The New Haven and Centerville Street Railway Company: Special Laws of Conn., Vol. V, p. 701; Vol. VI, pp. 98, 404, 611, 954; Vol. VII, pp. 619, 742, 776, 787, 890; Vol. IX, pp. 167, 802; Vol. XI, p. 1027; Vol. XII, p. 478; Vol. XIII, p. 369.

Meriden Electric Railroad Company: Special Laws of Conn., Vol. X, pp. 332, 744, 839, 1293; Vol. XI, p. 894; Vol. XII, p. 73; Vol. XIII, pp. 529, 1185; Vol. XIV, p. 471.

The Wallingford Tramway Company: Special Laws of Conn., Vol. XIV, p. 239.

New London Street Railway Company: Special Laws of Conn., Vol. VII, p. 565; Vol. X, p. 318; Vol. XI, p. 976; Vol. XII, p. 739; Vol. XIII, p. 202; Vol. XIV, p. 478.

The Norwich Street Railway Company: Special Laws of Conn., Vol. V, pp. 575, 762; Vol. VI, pp. 304, 575, 828; Vol. IX, pp. 614, 887; Vol. X, p. 1067; Vol. XI, p. 852; Vol. XII, pp. 313, 1193; Vol. XIII, p. 273; Vol. XIV, p. 87. Conn. Private Acts, 1870, p. 196; 1875, pp. 4, 72.

Montville Street Railway Company: Special Laws of Conn., Vol. X, p. 1135; Vol. XI, p. 840; Vol. XII, p. 620; Vol. XIII, p. 50.

The Middletown Street Railway Company, including Portland Street Railway Company: Special Laws of Conn., Vol. VII, p. 26; Vol. X, pp. 178, 345, 724; Vol. XI, pp. 858, 865; Vol. XII, pp. 349, 398, 631; Vol. XIII, pp. 340, 998; Vol. XIV, p. 411.

Hartford Street Railway Company, including part of The Newington Tramway Company: Special Laws of Conn., Vol. V, pp. 306, 492, 506, 619, 743; Vol. VI, pp. 179, 838; Vol. VII, p. 265; Vol. X, pp. 69, 431, Vol. XI, pp. 1035, 1082; Vol. XII, pp. 208, 682, 686; Vol. XIII, p. 335; Vol. XIV, pp. 277, 820.

The East Hartford and Glastonbury Street Railway Company: Special Laws of Conn., Vol. VI, pp. 85, 180, 344, 734; Vol. X, p. 271; Vol. XI, p. 675; Vol. XIII, p. 48; Vol. XIV, pp. 228, 820.

The Greenwich Tramway Company: Special Laws of Conn., Vol. XI, p. 888; Vol. XII, pp. 420, 1023; Vol. XIII, pp. 229, 230, 632; Vol. XIV, pp. 122, 257, 883.

The Branford Lighting and Water Company: Special Laws of Conn., Vol. XII, pp. 104, 846, 1012; Vol. XIII, pp. 334, 791; Vol. XIV, pp. 204, 652.

Stamford Street Railroad Company: Special Laws of Conn., Vol. X, pp. 236, 637, 1199; Vol. XI, p. 1100; Vol. XII, pp. 315, 495, 1193; Vol. XIII, pp. 323, 655; Vol. XIV, pp. 310, 1061.

The Suffield Street Railway Company: Special Laws of Conn., Vol. XIII, p. 1093; Vol. XIV, pp. 183, 555.

Willimantic Traction Company: Special Laws of Conn., Vol. XIII, p. 1099; Vol. XIV, p. 683.

The Hartford and Middletown Street Railway Company: Special Laws of Conn., Vol. XIV, p. 997.

The Hartford, Manchester and Rockville Tramway Company: Special Laws of Conn., Vol. XI, pp. 752, 968; Vol. XII, pp. 346, 876; Vol. XIV, pp. 87, 670.

The Waterbury and Pomperaug Valley Street Railway Company, formerly The Woodbury and Seymour Street Railway Company, includes The Woodbury and Waterbury Street Railway Company: Special Laws of Conn., Vol. XIV, pp. 187, 315.

The Torrington and Winchester Street Railway Company: Special Laws of Conn., Vol. XII, p. 676; Vol. XIII, p. 640; Vol. XIV, pp. 33, 37.

The Meriden, Southington and Compounce Tramway Company: Special Laws of Conn., Vol. XII, p. 863; Vol. XIII, pp. 386, 1217; Vol. XIV, pp. 471, 1088.

The Village Water Company of Suffield: Special Laws of Conn., Vol. XII, p. 252; Vol. XIII, p. 854; Vol. XIV, p. 183.

The Stafford Springs Street Railway Company: Special Laws of Conn., Vol. XIII, p. 916; Vol. XIV, pp. 275, 890.

The dates and authorities for the consolidations are as given above and as follows:

The New York, New Haven and Hartford Railroad Company with and in The Consolidated Railway Company, under the name of The New York, New Haven and Hartford Railroad Company, May 31, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XV, p. 40.

The Hartford and New Haven Railroad Company with and in The New York and New Haven Railroad Company under the name of The New York, New Haven and Hartford Railroad Company, August 6, 1872: Conn. Public Acts, 1871, Chap. 129. Mass. Acts and Resolves, 1872, Chap. 171.

The New York, New Haven and Hartford Railroad Company with:

The Stamford and New Canaan Railroad Company, October 1, 1890: Special Laws of Conn., Vol. X, p. 1298.

The Hartford and Connecticut Valley Railroad Company, December 21, 1892: Special Laws of Conn., Vol. X, p. 1298.

New York, Providence and Boston Railroad Company, February 13, 1893: Special Laws of Conn., Vol. X, p. 1298. R. I. Acts and Resolves, January, 1892, p. 389; do. January, 1893, p. 377.

The Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven, October 18, 1895: Special Laws of Conn., Vol. XII, p. 632.

The Union Wharf Company in New Haven and The Contractors to Rebuild and Support Union Wharf and Pier in New Haven, October 18, 1895: Special Laws of Conn., Vol. XII, p. 632.

Shore Line Railway Company, March 18, 1897: Special Laws of Conn., Vol. X, p. 1298.

The Housatonic Railroad Company, March 28, 1898: Special Laws of Conn., Vol. X, p. 1298.

Shepaug, Litchfield and Northern Railroad Company, July 9, 1898: Special Laws of Conn., Vol. X, p. 1298.

New Haven and Derby Railroad Company, November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

Danbury and Norwalk Railroad Company, October 26, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

Colchester Railway Company, December 16, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

The Rockville Railroad Company, November 6, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

Rhode Island and Massachusetts Railroad Company (R. I. Div.), November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869.

The Naugatuck Railroad Company, January, 31, 1906: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

Providence and Springfield Railroad Company, October 30, 1905: Special Laws of Conn., Vol. XIV, p. 869.

Woonsocket and Pascoag Railroad Company, November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869.

The Middletown, Meriden and Waterbury Railroad Company, November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

The Providence Terminal Company, December 29, 1906: Special Laws of Conn., Vol. XIV, p. 869.

Boston and New York Air Line Railroad Company, January 30, 1907: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

The Manufacturers Railroad Company, April 30, 1907: Special Laws of Conn., Vol. XIV, p. 869.

Pawtuxet Valley Railroad Company, February 5, 1907: R. I. Acts and Resolves, January, 1907, p. 184.

The Consolidated Railway Company with:

The People's Tramway Company, September 29, 1902: Special Laws of Conn., Vol. XIII, p. 747.

The Danielson and Norwich Street Railway Company, September 29, 1902: Special Laws of Conn., Vol. XIII, p. 747.

The Wallingford Tramway Company, May 14, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Winchester Avenue Railroad Company, May 20, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Fair Haven and Westville Railroad Company, May 23, 1904: Special Laws of Conn., Vol. XIII, p. 747.

Meriden Electric Railroad Company, June 29, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Norwich Street Railway Company, September 29, 1904: Special Laws of Conn., Vol. XIII, p. 747.

Montville Street Railway Company, September 29, 1904: Special Laws of Conn., Vol. XIII, p. 747.

New London Street Railway Company, October 22, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Middletown Street Railway Company, November 28, 1904: Special Laws of Conn., Vol. XIII, p. 747.

Hartford Street Railway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The East Hartford and Glastonbury Street Railway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Greenwich Tramway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Branford Lighting and Water Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

Stamford Street Railroad Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Suffield Street Railway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

Willimantic Traction Company, December 6, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Hartford and Middletown Street Railway Company, March 13, 1906: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Hartford, Manchester and Rockville Tramway Company, March 26, 1906: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Waterbury and Pomperaug Valley Street Railway Company, April, 28, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The New York, New Haven and Hartford Railroad Company with The Torrington and Winchester Street Railway Company, June 28, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869.

The Meriden, Southington and Compounce Tramway Company, June 28, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869.

The Village Water Company of Suffield, January 31, 1908: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869; Vol. XV, p. 40.

The New England Railroad Company, April 1, 1908: Mass. Acts and Resolves, 1905, Chap. 252. Special Laws of Conn., Vol. XIV, p. 869; XV, p. 40.

The Stafford Springs Street Railway Company, June 30, 1908: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869; Vol. XV, p. 40.

Berkshire Railroad Company, October 26, 1910: Mass. Acts and Resolves, 1906, Chap. 160; Special Laws of Conn., Vol. XIV, pp. 706, 869; Vol. XV, p. 40.

Rhode Island and Massachusetts Railroad Company (in Mass.), October 26, 1910: Mass. Acts and Resolves, 1906, Chap. 220; Special Laws of Conn., Vol. XIV, pp. 706, 869; Vol. XV, p. 40.

The New Haven and Northampton Company, October 26, 1910: Mass. Acts and Resolves, 1906, Chap. 237; Special Laws of Conn., Vol. XIV, pp. 706, 869; Vol. XV, p. 40.

Milford, Franklin and Providence Railroad Company, December 19, 1910: Mass. Acts and Resolves, 1908, Chap. 554; Special Laws of Conn., Vol. XIV, pp. 706, 869; Vol. XV, p. 40.

Milford and Woonsocket Railroad Company, December 19, 1910: Mass. Acts and Resolves, 1908, Chap. 554; Special Laws of Conn., Vol. XIV, pp. 706, 869; Vol. XV, p. 40.

The New York, New Haven and Hartford Railroad Company also controls, by leases, the railroads and railways of the following corporations:

Harlem River and Port Chester Railroad Company, ninety-nine years from October 1, 1873.

Holyoke and Westfield Railroad Company, leased in perpetuity to The New Haven and Northampton Company.

Providence and Worcester Railroad Company, ninety-nine years from July 1, 1892.

Old Colony Railroad Company (lessee for ninety-nine years from April 1, 1888, of property of Boston and Providence Railroad Corporation, for ninety-five years nine months from July 1, 1891, of property of the Providence, Warren and Bristol Railroad Company, and for ninety-nine years from December 1, 1892, of property of the Plymouth and Middleborough Railroad Company), ninety-nine years from March 1, 1893.

Norwich and Worcester Railroad Company, leased for one hundred years from February 1, 1869, to The New England Railroad Company.

A new lease of the property of the Chatham Railroad Company was made effective as of January 1, 1911, for a term of eighty-one years and two months. This lease supersedes one originally made to the Old Colony R. R. Co., January 5, 1888, and an amendment thereto dated June 16, 1905, and substitutes a specific rental for one based on gross earnings.

Directors.

Name.	Post office address.	Date of expiration of term
WILLIAM ROCKEFELLER,	New York, N. Y.,	4th Wednesday in October.
J. PIERPONT MORGAN,	New York, N. Y.,	" "
GEO. MACCULLOCH MILLER,	New York, N. Y.,	" "
CHARLES F. BROOKER,	Ansonia, Conn.,	" "
GEORGE J. BRUSH,	New Haven, Conn.,	" "
I. DE VER WARNER,	Bridgeport, Conn.	" "
EDWIN MILNER,	Moosup, Conn.,	" "
WILLIAM SKINNER,	Holyoke, Mass.,	" "
D. NEWTON BARNEY,	Farmington, Conn.,	" "
CHARLES S. MELLEN,	New Haven, Conn.,	" "
ROBERT W. TAFT,	Providence, R. I.,	" "
JAMES S. ELTON,	Waterbury, Conn.,	" "
JAMES S. HEMINGWAY,	New Haven, Conn.,	" "
JAMES MCCREA,	Philadelphia, Pa.,	" "
A. HEATON ROBERTSON,	New Haven, Conn.,	" "
FREDERICK F. BREWSTER,	New Haven, Conn.,	" "
HENRY K. MCHARG,	Stamford, Conn.,	" "
LEWIS CASS LEDYARD,	New York, N. Y.,	" "
CHARLES M. PRATT,	New York, N. Y.,	" "
AMORY A. LAWRENCE,	Boston, Mass.,	" "
ALEXANDER COCHRANE,	Boston, Mass.,	" "
JOHN L. BILLARD,	Meriden, Conn.,	" "

Name.	Post office address.	Date of expiration of term.	
GEORGE F. BAKER,	New York, N. Y.,	4th Wednesday in October.	
THOMAS DEWITT CUYLER,	Philadelphia, Pa.,	"	"
THEODORE N. VAIL,	Boston, Mass.,	"	"
EDWARD MILLIGAN,	Hartford, Conn.,	"	"
FRANCIS T. MAXWELL,	Rockville, Conn.,	"	"

Principal Officers.

Title.	Name.	Official address.
Chairman of the Board,	C. S. MELLEN,	New Haven, Conn.
President,	C. S. MELLEN,	New Haven, Conn.
Vice-President,	T. E. BYRNES,	Boston, Mass.
Vice-President,	H. M. KOCHERSPERGER,	New Haven, Conn.
Vice-President,	E. H. MCHENRY,	New Haven, Conn.
Vice-President,	E. G. BUCKLAND,	New Haven, Conn.
Vice-President,	B. CAMPBELL,	New Haven, Conn.
Assistant to the President,	H. J. HORN,	New Haven, Conn.
Secretary,	A. E. CLARK,	New Haven, Conn.
Treasurer,	A. S. MAY,	New Haven, Conn.
General Counsel,	E. D. ROBBINS,	New Haven, Conn.
General Auditor,	J. M. TOMLINSON,	New Haven, Conn.
General Managers,	S. HIGGINS,	New Haven, Conn.
Chief Engineer,	EDWARD GAGEL,	New Haven, Conn.
General Superintendent,	B. R. POLLOCK,	New Haven, Conn.
Freight Traffic Manager,	R. T. HASKINS,	New York, N. Y.
General Freight Agent,	L. H. KENTFIELD,	New Haven, Conn.
General Passenger Agent,	A. B. SMITH,	New Haven, Conn.
Commissioner,	A. A. MAXWELL,	New Haven, Conn.
Manager of Purchases and Supplies,	H. A. FABIAN,	Boston, Mass.

Officer to whom correspondence concerning this report should be addressed: J. M. Tomlinson, General Auditor, New Haven, Conn.

Transportation Corporations Controlled by Respondent.

Name.	CONTROL				If indirect, name of intermediary through which control is established.
	Sole or Joint.	How established.	Extent.	Direct or indirect	
ACTIVE CORPORATIONS:					
The Harlem River & Port Chester R. R. Co.,	Sole	Capital Stock	100%	Direct	.....
The New England Navigation Co.,	"	" "	"	"	.....
The Connecticut Co.,	"	" "	"	"	.....
New York, Westchester & Boston Ry. Co.,	"	" "	99 ⁵	"	.....
The Vermont Co.,	"	" "	100	"	.....
*The Westchester Street R. R. Co.,	"	" "	"	"	.....
New York & Stamford Ry. Co.	"	" "	"	"	.....
The Rhode Island Co.,	"	" "	"	"	.....
Central New England Ry. Co.,	"	" "	98 ⁷	"	.....
Wood River Branch R. R. Co.,	"	" "	56	"	.....
New York, Ontario & Western Ry. Co.,	"	" "	50 ¹	"	.....
Berkshire Street Ry. Co.,	"	" "	99 ⁹	"	.....
Hartford & Connecticut Western R. R. Co.,	"	" "	58 ⁵	"	.....
Providence, Warren & Bristol R. R. Co.,	"	" "	55 ⁵	"	.....
Hartford & New York Transportation Co.,	"	" "	100	Indirect	The New England Navigation Co.
Maine Steamship Co.,	"	" "	100	"	Hartford & New York Transportation Co.
Westchester Northern R. R. Co.,	"	" "	100	"	City & County Contract Co.
Hoosick Falls R. R. Co.,	"	" "	100	"	The Vermont Co.
New Bedford, Martha's Vineyard & Nantucket Steamboat Co.,	"	" "	99 ⁸	"	The New England Navigation Co.
Providence & Danielson Ry. Co.	"	" "	90 ²	"	The New England Navigation Co.
Sea View R. R. Co.,	"	" "	92 ⁸	"	The New England Navigation Co.
Boston & Maine R. R. Co.,	"	" "	52 ⁹	"	Boston R R. Holding Co.

* Securities not yet issued.

INACTIVE CORPORATIONS:

None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: October 26, 1910.

Date of last closing of stock books before end of year for which this report is made: October 12th to 26th, inclusive, 1910.

Total number of stockholders of record at that date: 20,262.

Has each share of stock one vote, Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1911? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1911? No.

Road Operated — Entire Line.

Name.	From—	To—	Miles of road.	Miles of each class.
1a. N. Y., N. H. & H. R. R.,	Woodlawn Jc., N. Y.,	Providence, R. I.	173.45	233.72
	Cedar Hill Jc.,	Springfield, Mass.	60.27—	
1b. New Canaan Branch,	New Haven, Conn.,			
Berkshire Branch,	Stamford, Conn.,	New Canaan, Conn.	7.92	
Bridgeport Branch,	New Haven, Conn.,	Pittsfield, Mass.	119.97	
Brookfield Branch,	Boisford, Conn.,	Bridgeport, Conn.	14.66	
Litchfield Branch,	Brookfield Jc., Conn.,	Danbury, Conn.	9.98	
New Britain Branch,	Hawleyville, Conn.,	Litchfield, Conn.	32.28	
Middletown Branch,	Berlin, Conn.,	New Britain, Conn.	2.50	
Valley Branch,	Berlin, Conn.,	Middletown, Conn.	9.70	
Suffield Branch,	Hartford, Conn.,	Fenwick, Conn.	46.20	
Pawtuxet Valley Branch,	Windsor L'ks, Conn.,	Suffield, Conn.	4.27	
Harbor Jc. Branch,	Anburn, R. I.,	Hope, R. I.	10.36	
	Anburn, R. I.,	Henderson St., R. I.	3.53	
	Providence, R. I.,	East Providence, R. I.	1.88	
Conn. with B. & P., P. & W.				
and P. W. & B. R. R.,	at	E. Providence, R. I.	.30	
Harrisville Branch,	Woonsocket, R. I.,	Harrisville, R. I.	9.45	
Meriden Branch,	Westfield, Conn.,	Waterbury, Conn.	24.19	
Rockville Branch,	Vernon, Conn.,	Rockville, Conn.	4.60	
Danbury Branch,	Danbury, Conn.,	So. Norwalk, Conn.	22.99	
Wilson Point Branch,	So. Norwalk, Conn.,	Wilson Pt., Conn.	2.44	
Elidgefield Branch,	Branchville, Conn.,	Ridgefield, Conn.	4.16	
Nangatuck Branch,	Nangat'k Jc., Conn.,	Winsted, Conn.	56.03	
Watertown Branch,	Waterbury, Conn.,	Watertown, Conn.	4.82	
State Line Branch,	VanDeusenville Jc.,	State Line, Mass.	9.54	
Colchester Branch,	Turnerville, Conn.,	Colchester, Conn.	3.59	
Pascoag Branch,	Providence, Dike St.	Douglas Jc., Mass.	27.73	
Franklin Branch,	Valley Falls, R. I.,	Franklin, Mass.	13.59	
Air Line Branch,	New Haven, Conn.,	Willimantic, Conn.	51.27	
	Needham Jc., Mass.,	Cook St., Mass.	3.90	
Wickford Branch,	Wickford Jc.,	Wickford Landing.	3.42	
So. Boston Frt. Branch,	Boston, Mass.,	So. Boston, Mass.	1.04	
Powidence Branch,	Providence, R. I.,	Willimantic, Conn.	57.76	
Needham Jc. Branch,	West Roxbury, Mass.,	Needham, Mass.	4.53	
Southbridge Branch,	E. Thompson, Conn.,	Southbridge, Mass.	17.36	
Springfield Branch,	E. Hartford, Conn.,	B. & A. Jc. Spgfd., Ms.	28.31	
Melrose Branch,	Melrose, Conn.,	West St. Rockville, Conn.	7.22	
Dedham Branch,	Dedham Jc., Mass.,	Dedham, Mass.	1.53	
Islington Branch,	Islington, Mass.,	Dedham, Mass.	2.00	
Woonsocket Branch,	Woonsocket, R. I.,	Needham Jc., Mass.	24.77	
	Boston, Mass.,	Hopewell Jc., N. Y.	213.03	
Franklin Branch,	Franklin, Jc., Mass.,	Ashland, Mass.	19.78	
Northampton Branch,	New Haven, Conn.,	Shelburne Jc., Mass.	94.12	
New Hartford Branch,	Farmington, Conn.,	New Hartford, Conn.	15.19	
Williamsburg Branch,	Northampton, Mass.,	Williamsburg, Mass.	7.70	
Turner's Falls Branch,	So. Deerfield, Mass.,	Turner's Falls, Mass.	9.99—	1,003.70
3. H. R. & P. C. R. R.,	Harlem River, N. Y.,	New Rochelle, N. Y.	11.17	
Prov. & Worcester R. R.,	Providence, R. I.,	Worcester, Mass.	40.90	
Wye Connection with	N. & W. R. R.,	Worcester, Mass.	.31	
East Providence Branch,	Valley Falls, R. I.,	E. Providence, R. I.	7.00	
P. W. & B. R. R.,	India Point, R. I.,	Bristol, R. I.	14.02	
P. W. & B. Branch,	India Point, R. I.,	Bristol, R. I.	.42	
Boston & Providence R. R.,	Boston, Mass.,	Providence, R. I.	41.69	
India Point Branch,	East Jc., Mass.,	India Point, R. I.	8.05	
West Roxbury Branch,	Forest Hills, Mass.,	Dedham, Mass.	5.37	
Dedham Branch,	Readville, Mass.,	Dedham, Mass.	2.47	
Connection with	Midland Div. at	Readville, Mass.	1.40	
Stoughton Branch,	Canton Jct., Mass.,	Stoughton, Mass.	4.05	
Old C. R. R. Main Line,	Boston, Mass. (Ft. Pt. Chan.)	Newport, R. I.	67.60	
" " " " "	Braintree Highl'ds,	Somerset Jc., Mass.	36.31	
" " " " "	Middleboro, Mass.,	Provincetown, Mass.	85.66	
" " " " "	Raynham, Mass.,	Whittenton Jc., Mass.	3.38	
" " " " "	Braintree, Mass.,	Kingston, Mass.	32.31	
" " " " "	So. Braintree, Mass.,	Plymouth, Mass.	26.04	
" " " " "	Framingham, Mass.,	Lowell, Mass.	26.12	
" " " " "	New Bedford, Mass.,	Fitchburg, Mass.	91.25	
			505.72	1,237.42

Road Operated — Entire Line. — *Continued.*

Name.	From—	To—	Miles of road.	Miles of each class.
Brought forward.			505.72	1,237.42
Dorchester & Milton Branch,	Neponset, Mass.,	Mattapan, Mass.	3.30	
Stoughton Branch,	Stoughton Br.Jc.,Ms.,	Stoughton, Mass.	1.65	
Shawmut Branch,	Harrison Sq., Mass.,	Shawmut & Milton Jc.	2.39	
Bridgewater Branch,	Whitman, Mass.,	Bridgewater I. Works.	6.12	
Brockton Branch,	Elmwood, Mass.,	Wesdale, Mass.	.75	
Granite Branch,	Atlantic, Mass.,	Braintree, Mass.	5.41	
Hyannis Branch,	Yarmouth, Mass.,	Hyannis, Mass.	5.05	
Woods Hole Branch,	Buzzards Bay, Mass.,	Woods Hole, Mass.	17.54	
Hanover Branch,	No. Abington, Mass.,	Hanover, Mass.	7.80	
Fairhaven Branch,	Tremont, Mass.,	Fair Haven, Mass.	15.17	
Easton Branch,	Matfield, Mass.,	Easton, Mass.	7.56	
P. & M. R. R. Extension.	at	Middleboro, Mass.	.42	
Middleboro & Taunton Branch,	Middleboro, Mass.,	M. & T. Jc., Mass.	8.04	
Attleboro Branch,	Attleboro Jc., Mass.,	Attleboro, Mass.	8.60	
Whittenton Y Branch,	Attleboro Jc., Mass.,	Whittenton, Mass.	.98	
Sterling Branch,	Pratt's Jc., Mass.,	Sterling Jc., Mass.	5.03	
Lancaster Branch,	Lancaster Mass.,	Lancaster Mills, Mass.	1.63	
Marlboro Branch,	Marlboro Jc., Mass.,	Marlboro, Mass.	1.47	
Prison Branch,	So. Framingham, Ms.,	Women's Reforma'ry.	.65	
Wrentham Branch,	Walpole Jc., Mass.,	No. Attleboro, Mass.	11.88	
" "	No. Attleboro, Mass.,	Adamsdale Jc., Mass.	3.86	
Walpole & Dedham Branch,	Walpole Jc., Mass.,	Norwood Jc., Mass.	5.76	
Fall River Branch,	New Bedford, Mass.,	Fall River, Mass.	12.25	
Warren Branch,	Fall River, Mass.,	Warren, R. I.	7.95	
Connection Southampton St.,	Boston Division,	Boston, Mass.	.43	
Nantasket Beach Branch,	Nantasket Jc., Mass.,	Pemberton, Mass.	6.95	
Plymouth & Middleboro R. R.,	Plymouth, Mass.,	Middleboro, Mass.	15.03	
Norwich & Worcester R. R.,	Groton, Conn.,	Worcester, Mass.	70.91	
Wye Conn. with P. & W. R. R.,		Worcester, Mass.	.13	
Holyoke & Westfield R. R.,	Holyoke, Mass.,	Westfield, Mass.	10.59	751.02
4. Chatham R. R.,	Harwich, Mass.,	Chatham, Mass.		7.07
5. New York & Harlem R. R.,	Woodlawn Jc., N. Y.,	G. C. Depot. N. Y.	12.14	
Central New England Ry.,	Hopewell Jc., N. Y.,	Poughkeepsie, N. Y.	12.00	
" " " "	Poughkeepsie Jc., N. Y.,	Poughkeepsie, N. Y.	1.30	
Boston Terminal Co.,	Fort Point Channel,	Boston Station.	.42	
Boston & Albany R. R.,	Junction to Station,	Ashland, Mass.	.22	
" " " "	" " "	Worcester, Mass.	.15	
" " " "	" " "	Springfield, Mass.	.17	
" " " "	" " "	Springfield, Mass.	.59	
" " " "	Cook St.,	Newton H'lands, Mass.	.31	
Boston & Maine R. R.,	Junction to Station,	Lowell, Mass.	.57	
" " " "	Sterling Jc., Mass.,	Worcester, Mass.	11.94	
" " " "	Shelburne Jc., Mass.,	Shelburne Falls, Mass.	4.67	44.48
Total Road Operated,				2,039.99

1 a. Main line.

1 b. Branches and spurs.

3. Line operated under lease for specified sum.

4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.

5. Line operated under trackage rights.

(1) Road Jointly Owned or (2) Road Jointly Leased. .

None.

Road Operated — State of Connecticut.

FOR COMPANIES (OTHER THAN SWITCHING AND TERMINAL) MAKING OPERATING REPORT.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From	To		
1a. N. Y., N. H. & H.,	N. Y. State Line, Cedar Hill Jct.,	R. I. State Line, Springfield,	115.39 54.32	169.71
1b. New Canaan Branch, Berkshire Branch, Bridgeport Branch, Brookfield Branch, Litchfield Branch, New Britain Branch, Middletown Branch, Valley Branch, Suffield Branch, Meriden Branch, Rockville Branch, Danbury Branch, Wilson's Point Branch, Ridgefield Branch, Naugatuck Branch, Watertown Branch, Colchester Branch, Air Line Branch, Providence Branch, Southbridge Branch, Springfield Branch, Melrose Branch, Northampton Branch, New Hartford Branch,	Stamford, Conn., New Haven, Conn., Botsford, Conn., Brookfield Jct., Hawleyville, Berlin, Conn., Berlin, Conn., Hartford, Conn., Windsor Locks, Westfield, Conn., Vernon, Conn., Danbury, Conn., So. Norwalk, Conn., Branchville, Naugatuck Jct., Watertown, Conn., Turnerville, New Haven, Conn., Willimantic, East Thompson, East Hartford, Melrose, Conn., Mass. State Line, New Haven, Conn., Farmington, Conn.,	New Canaan, Conn., Mass. State Line, Bridgeport, Conn., Danbury, Conn., Litchfield, Conn., New Britain, Conn., Middletown, Conn., Fenwick, Conn., Suffield, Conn., Waterbury, Conn., Rockville, Conn., So. Norwalk, Conn., Wilson's Point, Ct., Ridgefield, Conn., Winsted, Conn., Watertown, Conn., Colchester, Conn., Willimantic, Conn., R. I. State Line, Mass. State Line, Mass. State Line, West St., Rockville, New York State Line, Mass. State Line, New Hartford, Conn.,	7.92 83.28 14.66 3.98 32.28 2.50 9.70 46.20 4.27 24.19 4.60 22.99 2.44 4.16 56.03 4.82 3.59 51.27 31.96 5.35 20.17 7.22 123.04 50.74 15.19	
3. Norwich and Worcester,	Groton, Conn.,	Mass. State Line.		53.16
Total mileage operated—State of Connecticut,				865.42

a In addition to the equipment owned by this company, cars of the Pullman Co. are operated in certain trains, this company's proportion of the revenue being included in "Outside Operations."

Outside Operations and other Properties.

(a) OUTSIDE OPERATIONS.

Designation.	Character of business.	Title.	State or territory.
Ferry between Fairhaven and New Bedford, Mass.	Common to a ferry.	Leased.	Massachusetts.
Sleeping Car operation, Parlor Car operation, Dining and Buffet Car operation.	Operating cars of character named in passenger trains.	Owned. A	States thro' which cars are run.
Restaurants in stations at Bridgeport, Waterbury & Hartford, Ct.	Serving meals for accommodation of passengers.	"	Connecticut.
Midway Boarding House.	To accommodate employees at this point.	"	Connecticut.
Rest Rooms in Boston Passenger Station.	To accommodate employees.	St'n owned jointly with B. & A. R. R.	Massachusetts.
Midway Icing Plant.	Icing refrigerator cars.	Owned.	Connecticut.
Lighterage in New York Harbor.	Lighting of miscellaneous shipments.	"	New York.
Periodical Advertising.	Advertising on Magazine covers in Parlor Cars, etc.	"	States thro' which cars are run.

Outside Operations and Other Properties—Continued.

(b) OTHER PROPERTIES.

Designation.	Character of business.	State or territory.	Book Value.
Merchants & Manufacturers Exchange.	Advances $\frac{1}{2}$ % new building, Lexington ave., 46th and 47th sts.,	New York,	\$923,021.75
N. Y. C. & H. R. R. Co.,	Advances $\frac{1}{2}$ % Grand Central terminal office building,	New York,	1,310,000.00
Park Square property,	Land and buildings,	Massachusetts,	5,771,331.87
Total,			\$8,004,353.62

Road or Tracks Acquired by Respondent Through Lease, or Other Agreement.

Name of owning company.	Miles of line.	Date.	Term.	Concise summary of provisions.
Harlem River & Port Chester R. R.,	11.17	Sept. 29, 1873	99 Years	Interest on bonds, principal of bonds, $\frac{7}{8}$ % dividend on stock (all the stock is owned by The N. Y., N. H. & H. R. R. Co.) taxes, etc.
Holyoke & Westfield R. R.,	10.59	June 1, 1907	Perpetual	\$46,000.00 per annum & taxes.
Providence & Worcester R. R.,	48.21	Dec. 17, 1892	99 Years	10% on capital stock, bond interest, cash payment \$6,000.00 taxes, etc.
Old Colony R. R.,	517.31	Feb. 15, 1893	99 Years	7% on capital stock, interest on funded debt and other legal obligations, taxes, expense of maintaining organization, etc.
Boston & Providence R. R.,	63.23	April 7, 1888	99 Years	\$400,000.00 per annum, interest on indebtedness, taxes, organization expenses, etc.
Prov., Warren & Bristol R. R.,	14.44	Dec. 1, 1891	95 Years and 9 mos.	5% on common & preferred stock for 10 years and 6% thereafter, interest on indebtedness, taxes, organization expenses, etc.
Chatham R. R.,	7.07	Mar. 15, 1911	81 Years and 2 mos.	\$5 per share on capital stock outstanding at time of lease. \$200 per year organization expenses, all taxes, rates and assessments.
Plymouth & Middleboro R. R.,	15.03	Nov. 30, 1892	99 Years	Interest on bonds for 25 years, then 30% of gross earnings, taxes, organization expenses.
Norwich & Worcester R. R.,	71.04	Feb. 9, 1869	100 Years	8% on capital stock, interest on bonds and floating debt, organization expenses.
*Conn. Ry. & Lighting Co.,	162.08	Dec. 12, 1906	999 Years	1st year, . . . \$975,000.00 2d & 3d year, . . . 1,045,000.00 4th year, . . . 1,175,000.00 5th year, . . . 1,250,000.00 6th year, . . . 1,350,000.00 7th & 8th year, . . . 1,375,000.00 9th year and yearly thereafter 1,400,000.00 and taxes.

*Rental paid by Connecticut Co.

Road or Tracks Assigned to Another Carrier Through Lease or Other Agreement.

Name of operating company.	Miles of line.	LEASE OR AGREEMENT.			
		Date.	TERM.		Concise summary of provisions.
			From—	To—	
New York and Stamford Railway Co.,	5.62	Dec. 16, 1906.	Jan. 1, 1907.	Jan. 1, 2006.	Leased for 99 years, lessee to maintain the property, pay taxes and a rental of \$20,000 per annum.
Central New England Railway Co.,	1.65	Sept. 15, 1906 *			Lessee to maintain the property, pay taxes and a rental of \$1,000 per annum.

*No lease, simply an agreement.

Capital Stock.

Kind.	By law not fixed. Number of shares authorized by votes of company.	Par value of one share.	By law not fixed. Total par value authorized by votes of company.	Total par value outstanding.	Total par value held by respondent, in sinking or other funds.	Total par value not held by respondent	DIVIDENDS DECLARED DURING THE YEAR.	
							Rate.	Amount.
Common	2,389,364	\$100.00	\$238,936,400	\$178,798,500	\$248,500	\$178,550,000	8%	\$12,454,852 ^a
Total,	2,389,364		\$238,936,400	\$178,798,500	\$248,500	\$178,550,000	.....	\$12,454,852

The whole capital stock results from the merger on May 31, 1907, of The New York, New Haven & Hartford Railroad Company with The Consolidated Railway Company.

a 2% on 1,218,781 shares,	\$2,437,562.00
2% " 1,218,781 "	2,437,562.00
2% " 1,332,923 "	2,665,846.00
2% " 1,340,814 "	2,681,628.00
\$1.00 per share on 446,438 shares,	446,438.00
\$1.00 " " 446,454 "	446,454.00
\$1.50 " " 446,454 "	669,681.00
\$1.50 " " 446,454 "	669,681.00
	<hr/>
	\$12,454,852.00

Capital Stock—Continued.

Purpose of the issue.	Number of shares issued during the year.	Cash realized on amount issued during the year.
Issued for cash,	446,492	\$55,811,500
Issued for acquisition of securities, <i>b</i>	122,712	.....
Total,	569,204	\$55,811,500

b Issued in exchange for \$18,406,800.00 N. Y., N. H. & H. R. R. C. 3½% convertible debenture certificates, due January 1, 1956.

Funded Debt.

Class of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT.		Total par value not held by respondent corporation.	INTEREST.			
	Date of issue.	Date of maturity.			In Treasury.	In sinking or other funds.		Rate %	When payable.	Amount accrued during the year.	Amount paid during the year.
MORTGAGE BONDS.											
N. Y., N. H. & H. R. - H. R. & P. C. 1st Mtg.	May 2, 1904	May 1, 1954	\$15,000,000	\$15,000,000	\$201,000		\$15,000,000	4	May & Nov.	\$600,000.00	
N. Y. & B. E. R. Co. General Mtg.	Apr. 1, 1892	Apr. 1, 1942	4,000,000	1,000,000		\$16,000	783,000	4	Apr. & Oct.	31,960.00	
N. Y. & B. E. R. Co. Cons. Mtg.	Nov. 1, 1887	Nov. 1, 1937	3,000,000	2,839,000			2,839,000	4	May & Nov.	141,950.00	
Housatonic R. R. Co. Cons. Mtg.	July 1, 1880	July 1, 1920		100,000			100,000	5	Jan. & July	6,000.00	
	July 1, 1890			200,000							
Danbury & Norwalk R. R. Co. Cons. Mtg.	July 1, 1832	July 1, 1920		200,000			400,000	5	Jan. & July	20,000.00	
	July 1, 1832		500,000								
Danbury & Norwalk R. R. Co. General Mtg.	Apr. 1, 1885	Apr. 1, 1925	150,000	150,000			150,000	5	Apr. & Oct.	7,500.00	
Danbury & Norwalk R. R. Co. 1st Ref'dg Mtg.	June 1, 1905	June 1, 1955	350,000	350,000			350,000	5	June & Dec.	14,000.00	
Woonsocket & Pascoag R. R. Co. 1st Mtg.	Oct. 1, 1890	Oct. 1, 1910	100,000	100,000	A		100,000	5	Apr. & Oct.	2,500.00	
New Haven & Derby R. R. Co. Cons. Mtg.	May 1, 1888	May 1, 1918	800,000	575,000		1,000	574,000	5	May & Nov.	28,750.00	
Prov. & Springfield R. R. Co. Cons. Mtg.	July 1, 1892	July 1, 1922	750,000	750,000			750,000	5	Jan. & July	37,500.00	
Naugatuck R. R. Co. 1st Mtg.	May 2, 1904	May 1, 1954	2,500,000	2,500,000		1,000	2,499,000	5	Jan. & Nov.	100,000.00	
Boston & N. Y. A. L. R. R. Co. 1st Mtg.	Aug. 1, 1905	Aug. 1, 1955	5,000,000	3,777,000			3,777,000	4	Feb. & Aug.	151,080.00	
Providence & Worcester R. R. Co. 1st Mtg.	Mar. 1, 1906	Mar. 1, 1956	7,500,000	4,400,000			4,400,000	4	Mar. & Sept.	160,000.00	
Worcester & Chicopee R. R. Co. 1st Mtg.	Oct. 1, 1902	Oct. 1, 1942	3,100,000	1,992,000		58,000	1,934,000	4 1/2	Jan. & July	89,190.00	
Winchester Ave. R. R. Co. 1st Mtg.	Nov. 1, 1892	Nov. 1, 1912	500,000	500,000			500,000	5	May & Nov.	25,000.00	
New Haven St. R. R. Co. 1st Mtg.	Sept. 1, 1893	Sept. 1, 1913	600,000	600,000			600,000	5	Mar. & Sept.	30,000.00	
New Haven St. R. R. Co. Cons. Mtg.	June 1, 1894	June 1, 1914	250,000	250,000			250,000	5	June & Dec.	12,500.00	
N. H. & Centerville St. Ry. Co. 1st Mtg.	Sept. 1, 1893	Sept. 1, 1913	625,000	283,000			283,000	5	Mar. & Sept.	14,150.00	
Meriden Horse R. R. Co. 1st Mtg.	Oct. 1, 1891	Oct. 1, 1911	100,000	85,000			85,000	5	Apr. & Oct.	4,250.00	
Meriden Horse R. R. Co. Cons. Mtg.	Jan. 1, 1894	Jan. 1, 1924	500,000	415,000			415,000	5	Jan. & July	20,750.00	
Norwich St. Ry. Co. 1st Mtg.	Oct. 2, 1893	Oct. 2, 1923	350,000	350,000			350,000	5	Apr. & Oct.	17,500.00	
Montville St. R. Co. 1st Mtg.	May 1, 1904	May 1, 1920	150,000	150,000			150,000	5	Apr. & Oct.	7,500.00	
New London St. Ry. Co. 1st Mtg.	Oct. 2, 1893	Oct. 2, 1923	150,000	150,000			150,000	5	June & Dec.	7,500.00	
Middletown Horse R. R. Co. 1st Mtg.	Dec. 1, 1891	Dec. 1, 1914	75,000	30,000			30,000	5	May & Nov.	1,500.00	
Portland St. Ry. Co. 1st Mtg.	Nov. 1, 1896	Nov. 1, 1916	300,000	200,000			200,000	5	Apr. & Oct.	10,000.00	
Hartford St. Ry. Co. 1st Mtg.	Oct. 1, 1894	Oct. 1, 1924	3,000,000	2,500,000			2,500,000	5	Mar. & Sept.	125,000.00	
Hartford St. Ry. Co. Cons. Mtg.	Sept. 1, 1900	Sept. 1, 1930	800,000	320,000			320,000	5	Jan. & Oct.	16,000.00	
Greenwich Tram. Co. 1st Mtg.	July 1, 1901	July 1, 1931	400,000	320,000			320,000	5	Apr. & Oct.	16,000.00	
Branford Electric Co. 1st Mtg.	Oct. 1, 1897	Oct. 1, 1927	100,000	63,000			63,000	5	Jan. & July	3,150.00	
Branford Electric Co. Cons. Mtg.	Aug. 1, 1901	Aug. 1, 1931	500,000	307,000			307,000	5	Feb. & Aug.	15,350.00	
Torrington & Winchester St. Ry. Co. 1st Mtg.	Dec. 1, 1897	Dec. 1, 1917	150,000	150,000			150,000	5	June & Dec.	7,500.00	
Merriden & Springfield & Comp. Tram. Co. 1st Mtg.	Aug. 15, 1898	Aug. 15, 1928	200,000	175,000			175,000	5	Jan. & July	8,750.00	
Pawtucket Val. R. R. Co. 1st Mtg.	Sept. 2, 1895	Sept. 2, 1925	160,000	160,000			160,000	5	Apr. & Oct.	6,400.00	
New England R. R. Co. Cons. Mtg.	Sept. 2, 1895	Sept. 2, 1945	10,000,000	10,000,000			10,000,000	4	Jan. & July	400,000.00	
New England R. R. Co. Cons. Mtg.	Jan. 1, 1907	Jan. 1, 1945	7,500,000	7,500,000			7,500,000	5	Jan. & July	375,000.00	
Stamford Springs St. Ry. Co. 1st Mtg.	Jan. 1, 1907	Jan. 1, 1956	500,000	290,000			290,000	5	Jan. & July	20,000.00	
Roxbury Cent. Wh'f Co. 1st Mtg. Gold Notes.	Sept. 1, 1897	Sept. 1, 1912	400,000	240,000			240,000	5	Mar. & Sept.	14,500.00	
N. H. & N. Y. Ref. Con. Mtg. Gold Bonds.	June 1, 1906	June 1, 1956	10,000,000	2,400,000			2,400,000	4	June & Dec.	65,333.33	
N. H. & N. Y. Ref. Con. Mtg. North N. Ext. Bonds	Apr. 1, 1881	Apr. 1, 1911	700,000	700,000	A		700,000	5	Oct. & Apr.	15,069.44	
				\$61,761,000	\$201,000	\$76,000	\$61,484,000			\$2,599,832.77	
				800,000			800,000				
A. Leas paid during year.				\$50,961,000	\$201,000	\$76,000	\$50,684,000			\$2,599,832.77	
Total Mortgage Bonds,										\$2,651,230.00	

Funded Debt — Continued.

Class of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT.		Total par value not held by respondent corporation.	INTEREST.			
	Date of issue.	Date of maturity.			In Treasury.	In sinking funds.		Rate %	When payable.	Amount accrued during the year.	Amount paid during the year.
DEBENTURES.											
N. Y., N. H. & H. R. R. Co., Conv. Deb.	Jan. 15, 1908	Jan. 15, 1948	\$39,029,600	\$39,029,600		\$600,800	\$38,428,200	6	Jan. & July	\$2,341,740.00	\$9,841,740.00
" " " " " "	Jan. 1, 1906	Jan. 1, 1936	11,593,200	11,593,200		727,100	10,866,100	3½	Jan. & July	740,020.31	723,683.38
" " " " " " Non-Conv. Deb.	Feb. 1, 1904	Feb. 1, 1914	5,000,000	5,000,000		45,000	4,955,000	4	Feb. & Aug.	200,000.00	200,000.00
" " " " " "	Mar. 1, 1897	Mar. 1, 1947	5,000,000	5,000,000			5,000,000	3½	Mar. & Sept.	175,000.00	175,000.00
" " " " " "	Mar. 1, 1901	Mar. 1, 1947	5,000,000	5,000,000		9,000	4,991,000	3½	Mar. & Sept.	350,000.00	350,000.00
" " " " " "	Apr. 1, 1904	Apr. 1, 1954	10,000,000	10,000,000		2,100	9,997,900	3½	Apr. & Oct.	600,000.00	600,000.00
" " " " " "	July 1, 1905	July 1, 1955	15,000,000	15,000,000			15,000,000	4	Jan. & July	800,000.00	800,000.00
" " " " " "	May 1, 1906	May 1, 1956	15,000,000	15,000,000			15,000,000	4	May & Nov.	600,000.00	600,000.00
" " " " " " 3 yr. Deb.	Jan. 9, 1907	Jan. 9, 1910		2,000,000	A		2,000,000	4½	May & Nov.	76,350.00	90,000.00
" " " " " "	May 5, 1908	May 5, 1911		1,350,000	A *		1,350,000	5	Jan. & July	35,437.50	87,500.00
" " " " " "	Jan. 9, 1907	Jan. 9, 1911		300,000			300,000	5	Jan. & July	15,000.00	15,000.00
" " " " " "	Jan. 9, 1907	Jan. 9, 1912		6,400,000		80,000	6,320,000	5	Jan. & July	320,000.00	320,000.00
" " " " " " European Loan.											
Naugatuck R. R. Non-Conv. Deb.	Apr. 1, 1907	Apr. 1, 1932	27,985,000	27,985,000			27,985,000	4	Apr. & Oct.	1,116,902.73	1,116,902.73
Harford St. Ry. " " " "	Oct. 1, 1902	Oct. 1, 1930	9,000,000	9,000,000			9,000,000	3½	Apr. & Oct.	8,190.00	8,190.00
Consolidated Ry. Non-Conv. Deb.	Sept. 1, 1900	Jan. 1, 1930	165,000	165,000			165,000	4	Jan. & July	6,600.00	6,600.00
" " " " " "	Feb. 1, 1905	Jan. 1, 1930	1,000,000	972,000	\$700		971,300	3 3/4	Feb. & Aug.	33,995.50	33,995.50
" " " " " "	July 1, 1904	July 1, 1954	5,000,000	4,255,000			4,255,000	4	Jan. & July	170,200.00	170,200.00
" " " " " "	Jan. 2, 1905	Jan. 1, 1955	4,000,000	2,309,000			2,309,000	4	Jan. & July	92,360.00	92,360.00
" " " " " "	Apr. 1, 1905	Apr. 1, 1955	3,500,000	1,340,000			1,340,000	4	Apr. & Oct.	53,600.00	53,600.00
" " " " " "	Jan. 1, 1906	Jan. 1, 1956	10,000,000	2,011,000			2,011,000	4	Jan. & July	80,440.00	80,440.00
The Farmington St. Ry. Co.,	July 1, 1904	July 1, 1923		30,000	A		30,000	5	Jan. & July	750.00	750.00
A Less paid during year,				\$154,973,200		\$1,464,000	\$153,509,200			\$7,216,486.04	\$7,252,066.61
Total Debentures,				3,850,000			3,850,000				
Mortgage Bonds,				\$151,593,200		\$700	\$150,123,500			\$7,216,486.04	\$7,252,066.61
Debt Total,				\$30,961,000		\$76,000	60,684,000			\$2,599,932.77	\$2,651,230.00
Grand Total,				\$151,593,200		700	150,128,500			7,216,486.04	7,252,066.61
				\$212,554,200		\$201,700	\$210,852,500			\$8,816,318.81	\$9,003,296.61

* \$10,000 00 included in matured Funded Debt unpaid.

NOTE.—Certain property of this Company is subject to a lien under a mortgage of the New York & New England Railroad Company to secure Boston Terminal bonds of that company to the amount of \$1,500,000 due April 1, 1939, bearing interest at 4 per cent.

Funded Debt — Concluded.**A. GENERAL STATEMENT.**

None.

B. STATEMENT OF AMOUNT.

None.

EXPLANATORY REMARKS.

Funded debt decreased during the year as per page 259:

Paid off during the year, \$21,887,300.00

Transferred to matured funded debt unpaid, 11,000.00

\$21,898,300.00

Less New Haven and Northampton Co., bonds assumed, 2,400,000.00

\$19,498,300.00

It is impossible to ascertain the purpose of the issue of a large proportion of the bonds of this company, same having been assumed by various mergers of other companies.

Recapitulation of Funded Debt.

Kind of bond or obligation.	Total par value outstanding.	Total par value held by respondent.		Total par value not held by respondent.
		In treasury.	In sinking or other funds.	
Mortgage Bonds,	\$60,961,000	\$201,000	\$76,000	\$60,684,000
Plain Bonds, Debentures and Notes,	151,593,200	700	1,464,000	151,128,500
Total,	\$212,554,200	\$201,700	\$1,540,000	\$210,812,500

INTEREST.

Kind of bond or obligation.	Amount accrued during year chg. to income.	Amount paid during the year.
Mortgage Bonds,	\$2,599,832.77	\$2,651,230.00
Plain Bonds, Debentures, and Notes,	7,216,436.04	7,252,066.61
Total,	\$9,816,318.81	\$9,903,296.61

Total par value issued during the year, issued for cash, . . . *\$2,400,000.00

* New Haven and Northampton Co. refunding consolidated mortgage gold bonds assumed through merger of the company.

Recapitulation of Capitalization.

Account.	Total par value outstanding.	ASSIGNMENT.	
		To railways.	To other properties.
Capital Stock,	\$178,798,500	} Assignment made accu	nt cannot be rately.
Funded Debt,	212,554,200		
Total,	\$391,352,700	.....	.....

Premium on Securities.

Class of stock.	Net amount of premium.
Capital Stock since July 1, 1909,	\$32,393,789.00
Total,	\$32,393,789.00

Discount on Securities.

None.

Security for Funded Debt.

Class of bond or obligation.	ROAD MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities and other property mortgaged.
	From—	To—	Miles.		
First Mortgage N.Y., N. H. & H. R. R. & P. C. R. R. Co.,	Harlem River,	New Rochelle,	11.17	\$1,342,888	Road and Equipment.
General Mortgage N.Y., Prov. & Boston R. R. Co.,	Providence, R. I.	New London, Ct.	62.23	16,069	Road, not Equipment.
Consolidated Mortgage Bonds Housatonic R. R. Co.	Bridgeport, Ct.	Mass. State Line.	87.37	32,494	Road and Equipment.
Consol. Mortgage Bonds Gen. Mortgage Bonds First Ref. Mort. Bonds Danbury & Norwalk R. R. Co.	Danbury, Ct.	Wilson's Pt., Ct.	29.59	33,795	Road and Equipment.
Consolidated Mortgage Bonds New Haven & Derby R.R. Co.	New Haven, Ct.	Huntington, Ct.	14.55	39,519	Road, not Equipment.
First Mortgage Bonds Providence & Springfield R.R. Co.	Providence, R. I.	Douglas Jct., Mass.	27.73	27,046	Road, not Equipment.
First Mortgage Bonds Nangatuck R. R.	Nangatuck Jc., Ct.	Winsted, Ct.	60.88	41,084	Road, not Equipment.
First Mortgage Bonds B. & N. Y. Air Line R. R.	New Haven, Ct.	Willimantic, Ct.	51.27	73,668	Road, not Equipment.
First Mortgage Bonds Prov. Terminal Co.	.....	.....	.....	.....	Lands etc. at Prov., R. I., also leases, trackage and operating Agreements.
First Mort. Bonds Worc. & Conn. Eastern Ry.	Mass. State Line	Norwich, Ct.	30.54	65,225	Road and Equipment, leases, stocks and bonds of Webster and Worcester and Webster and Dudley St. Ry. Co's and power plant.
First Mortgage Bonds Winchester Ave. R. R.	Winchester ave. R. R.		12.89	38,789	Road and Equipment.
First Mortgage Bonds New Haven St. Ry.	New Haven St. Ry.		21.83	38,937	Road and Equipment.
First Mortgage Bonds New Haven & Centerville St. Ry.	New Haven & Centerville,		5.11	55,381	Road and Equipment.
First Mortgage Bonds Meriden Horse R. R.	Meriden Horse R. R.		20.30	24,630	Road and Equipment.
First Mortgage Bonds Meriden Horse R. R.	Norwich St. Ry.		17.00	20,588	Road and Equipment.
First Mortgage Bonds Montville St. Ry.	Montville St. Ry.		10.46	23,900	Road and Equipment.
First Mortgage Bonds New London St. Ry.	New London St. Ry.		6.26	23,962	Road and Equipment.
First Mortgage Bonds Middletown Horse Ry.	Middletown Horse Ry.		7.01	21,393	Road and Equipment.
First Mortgage Bonds Portland St. Ry.	Portland St. Ry.		2.80	10,714	Road and Equipment.
First Mortgage Bonds Hartford, Man. & Rockville Tram. Co.	H., M. & R. Tramway Co.		16.89	11,841	Road and Equipment.
First Mortgage Bonds Hartford St. Ry.	Hartford St. Ry.		59.44	42,059	Road and Equipment.
First Mortgage Bonds Greenwich Tramway Co.	Greenwich Tramway Co.		9.10	35,164	Road and Equipment.

Security for Funded Debt.—Continued.

Class of bond or obligation.	ROAD MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities and other property mortgaged.
	From—	To—	Miles.		
First Mortgage Bonds	Branford Electric Co.	}	5.15	71,844	Road and Equipment.
First Con. Mortgage Bonds	Branford, Light & Water Co.				
First Mortgage Bonds	Torrington & Winchester St. Ry.		12.41	12,087	Road and Equipment.
First Mortgage Bonds	Meriden, South. & Mer., Southington & Com. Tr. Co.		11.64	15,034	Road and Equipment.
First Mortgage Bonds	Pontiac, R. I.	Hope, R. I.	5.67	28,219	Road and Equipment.
First Mortgage Bonds	Pawtuxet Valley R. R.		363.15	48,189	Road and Equipment.
Con. Mortgage Bonds	All property of the New England R. R.	former N. E. R. R.			Road and Equipment.
First Mortgage Bonds	Rockville, Ct.	Stafford Spr'gs, Ct.	12.90	31,007	Road and Equipment.
First Mortgage Gold Notes	Real Estate, Boston Roxbury Central Wharf Co.		.....	.....	Real Estate owned.
Refunding Consolidated Mortgage Gold Bonds	New Haven, Ct. Farmington, Ct.	Conway Jc., Mass. New Hartford, Ct.	127.00	18,897	Railway Property and Equipment.
New Haven & Northampton Co.	Northampton, Mass. So. Deerfield, Mass.	Wms'brgh, Mass. Turn'r's Fls, Mass.			

Expenditures for Additions and Betterments During the Year.

Account.	Total.
Right of way and station grounds,	\$163,818.60
Real estate,	735,518.07
Widening cuts and fills,	927.04
Protection of banks and drainage,	2,680.60
Grade reductions and changes of line,	383,192.70
Bridges, trestles, and culverts,	443,603.14
Increased weight of rail,	100,298.85
Improved frogs and switches,	2,353.12
Track fastenings and appurtenances,	499.00
Ballast,	164,011.01
Additional main tracks,	623,120.20
Sidings and spur tracks,	133,863.01
Terminal yards,	50,739.83
Fencing right of way,	713.84
Improvement of crossings under or over grade,	5,178.04
Elimination of grade crossings,	187,230.14
Interlocking apparatus,	43,555.61
Block and other signal apparatus,	99,219.14
Telegraph and telephone lines,	36,283.03
Station buildings and fixtures,	120,210.03
Shops, enginehouses, and turntables,	213,139.77
Shop machinery and tools,	9,781.73
Water and fuel stations,	44,667.71
Dock and wharf property,	32,831.32
Electric light and power plants,	42,079.44
Electric-power transmission,	Cr. 6,206.18
Equipment,	5,600,360.68
Other additions and betterments,	8,041.05
Cost of road purchased,	5,814,735.37
Total—entire line,	\$15,056,445.89

Road and Equipment — Investment Since June 30, 1907.

Account.	Expenditures for additions and betterments during the year.	Total expenditures, July 1, 1907, to June 30, 1910.	Total expenditures, July 1, 1907, to June 30, 1911.
I. Road ;			
Engineering,	\$81,269.23	\$185,860.66	\$267,129.89
Right of way and station grounds,	164,575.90	887,244.82	1,051,820.72
Real estate,	735,518.07	2,175,702.74	2,911,220.81
Grading,	561,358.86	1,220,695.73	1,782,054.59
Tunnels,	242,510.48	1,345,393.54	1,587,904.02
Bridges, trestles, and culverts,	404,497.73	1,358,167.92	1,762,665.65
Ties,	33,603.98	143,210.93	176,814.91
Rails,	285,718.46	335,696.24	621,414.70
Frogs and switches,	22,297.45	41,795.69	64,093.14
Track fastenings and other material,	26,970.43	98,134.78	125,105.21
Ballast,	163,730.13	153,919.28	317,649.41
Track laying and surfacing,	112,001.17	246,998.39	358,999.56
Roadway tools,	2,015.13	896.48	2,911.61
Fencing right of way,	2,800.90	20,318.25	23,119.15
Crossings and signs,	184,145.16	500,882.29	685,027.45
Interlocking and other signal apparatus,	158,018.77	523,391.63	681,410.40
Telegraph and telephone lines,	37,241.73	14,223.61	51,465.34
Station buildings and fixtures,	104,421.63	984,018.56	1,088,440.19
General office buildings and fixtures, . . . . .	.....	7,661.55	7,661.55
Shops, enginehouses, and turntables,	209,894.41	86,591.50	296,485.91
Shop machinery and tools,	9,963.37	179,436.97	189,400.34
Water stations,	27,625.99	47,626.32	75,252.31
Fuel stations,	17,428.33	25,732.15	43,160.48
Grain elevators, . . . . .	.....	509.65	509.65
Storage warehouses, . . . . .	.....	26.67	26.67
Dock and wharf property,	32,423.06	66,848.92	99,271.98
Electric-light plants, . . . . .	.....	2,094.97	2,094.97
Electric-power plants,	16,969.16	Cr. 131,952.13	Cr. 114,982.97
Electric-power transmission,	Cr. 3,983.56	213,833.44	209,899.88
Gas-producing plants,	3,521.45	.....	3,521.45
Miscellaneous structures,	4,807.42	Cr. 17,547.87	Cr. 12,740.45
Injuries to persons,	5.00	.....	5.00
Cost of road purchased,	5,814,735.37	24,805,802.03	30,620,537.40
Total,	\$9,456,085.21	\$35,523,265.71	\$44,979,350.92
II. Equipment :			
Steam locomotives,	175,298.92	\$3,340.48	\$178,639.40
Electric locomotives,	171,281.58	488,342.40	659,623.98
Passenger-train cars,	1,187,827.97	2,959,475.22	4,147,303.19
Freight-train cars,	4,002,889.48	19,680,987.81	23,683,877.29
Work equipment,	63,062.73	36,993.73	100,056.46
Total,	\$5,600,360.68	\$23,169,139.64	\$28,769,500.32
III. General Expenditures :			
Law expenses, . . . . .	.....	2,019.73	\$2,019.73
Interest and commissions, . . . . .	.....	77,383.48	77,383.48
Other expenditures, . . . . .	.....	279,090.36	279,090.36
Total, . . . . .	.....	\$358,493.57	\$358,493.57
Recapitulation :			
I. Road,	\$9,456,085.21	\$35,523,265.71	\$44,979,350.92
II. Equipment,	5,600,360.68	23,169,139.64	28,769,500.32
III. General expenditures, . . . . .	.....	358,493.57	358,493.57
Total — entire line,	\$15,056,445.89	\$59,050,898.92	\$74,107,344.81

Summary of Road and Equipment.

Account.	Amount— Entire Line.
INVESTMENT TO JUNE 30, 1907:	
Road,	\$78,378,611.83
Equipment,	32,792,939.81
Investment since June 30, 1907,	74,107,344.81
Total,	<u>\$185,278,896.45</u>
Reserve for accrued depreciation — Cr.,	3,309,640.73
Net total,	<u>\$181,969,255.72</u>
Cost per mile of line,	146,859.54

Income Account.

OPERATING INCOME:

Rail Operations:

Operating revenues,	\$62,153,434.80
Operating expenses,	40,898,632.63

Net operating revenue, \$21,254,802.17

Outside Operations:

Revenues,	\$2,303,633.23
Expenses,	903,840.56

Net revenue from outside
operations, 1,399,792.67

Total net revenue, \$22,654,594.84

Taxes accrued, 3,578,363.15

Operating income, \$19,076,231.69

OTHER INCOME:

Rents accrued from lease of road, \$21,000.00

Other Rents — Credits:

Hire of equipment — balance,	\$409,802.11
Joint facilities,	5,462.64
Miscellaneous rents,	330,225.02 — 745,489.77

Dividends declared on stocks
owned or controlled, 5,487,150.59

Interest accrued on funded debt
owned or controlled, 1,092,971.69

Interest on other securities,
loans, and accounts, 1,830,051.80

Miscellaneous income, 2,264.50

Total other income, 9,178,928.35

Gross corporate income, \$28,255,160.04

Income Account—Continued.

DEDUCTIONS FROM GROSS CORPORATE INCOME:

Rents accrued for lease of other roads,	\$4,478,324.32	
Other Rents—Debits:		
Joint facilities,	\$1,635,768.52	
Miscellaneous rents, . . .	238,366.22	— 1,874,134.74
Interest accrued on funded debt,	9,816,318.81	
Other interest,	894,070.16	
Other deductions,	5,000.00	
Total deductions from gross corporate income,		17,067,848.03
Net corporate income, . .		\$11,187,312.01

DISPOSITION OF NET CORPORATE INCOME:

Dividends Declared:

On common stock:

2% payable Sept. 30, 1910,	\$2,437,562.00	
2% payable Dec. 31, 1910,	2,437,562.00	
2% payable Mar. 31, 1911,	2,665,846.00	
2% payable June 30, 1911,	2,681,628.00	\$10,222,598.00

On part paid stock:

\$1.00 per share payable Sept. 30, 1910, . . .	\$446,438.00		
\$1.00 per share payable Dec. 31, 1910, . . .	446,454.00		
\$1.50 per share payable Mar. 31, 1911, . . .	669,681.00		
\$1.50 per share payable June 30, 1911, . . .	669,681.00	2,232,254.00	12,454,852.00

Balance for year carried forward to debit of profit and loss, . . .	\$1,267,539.99
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Profit and Loss Account.

Debit.	Credit.
Balance for year brought forward from Income Account, . . . \$1,267,539.99	Balance June 30, 1910, \$14,196,253.47
Deductions for Year :	Additions for Year :
Net loss on sale of sundry investments, . . . 202,650.37	Profit on sale of Central New England Railway Co. Bonds, . . . 1,515,709.82
Adjustment of book value to par, of sundry investments, . . . 19,515.00	Net profit on realization of investment in leased lines merged, . . . 110,397.49
Premium on Worcester & Connecticut Eastern Railway Co. Bonds, purchased for Sinking Fund, . . . 1,244.00	
Replacement value of property abandoned, . . 37,912.63	
Miscellaneous, . . . 18,483.63	
Balance Credit, June 30, 1911, carried to General Balance Sheet, . . . 14,275,015.16	
<hr/> \$15,822,360.78	<hr/> \$15,822,360.78

Operating Revenues.

Account.	Total Revenue.
I. REVENUE FROM TRANSPORTATION:	
Freight revenue,	\$30,329,092.32
Passenger revenue,	26,212,670.51
Excess baggage revenue,	188,751.43
Mail revenue,	646,845.95
Express revenue,	2,865,646.79
Milk revenue (on passenger trains),	115,595.83
Other passenger-train revenue,	125,405.47
Total passenger service train revenue,	\$30,154,915.98
Switching revenue,	227,602.60
Special service train revenue,	29,718.82
Miscellaneous transportation revenue,	1,078.85
Total revenue from transportation,	\$60,742,408.57
II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:	
Station and train privileges,	145,255.95
Parcel-room receipts,	13,316.85
Storage — freight,	39,111.36

Operating Revenues—Continued.

Storage — baggage,	11,390.35
Car service,	280,856.22
Telegraph and telephone service,	47,620.75
Rents of buildings and other property,	92,678.97
Miscellaneous,	439,272.68

Total revenue from operations other than transportation,	\$1,069,503.13
Joint facilities revenue—Cr.,	341,523.10

Total operating revenues — entire line, \$62,153,434.80

Securities Owned — Stocks.

NOT HELD IN SINKING OR OTHER FUNDS.

Name of corporation and security.	UNPLEDGED.		DIVIDENDS.	
	Total par value.	Cost or book value.	Rate.	Amount.
Stock of Proprietary, Affiliated and Controlled Companies held for Investment:				
Railway Companies—Active:				
Berkshire R. R. Co.,	\$.....	\$.....	6%	a \$13,561.50
Boston & Prov. R. R. Corp'n, . .	250,100.00	761,685.73	10%	22,687.50
The Boston Terminal Co.,	200,000.00	200,000.00	.....	.....
Central New England Ry. Co.— Common and Scrip,	4,743,603.89	779,753.08	.....	.....
Central New England Ry. Co.— Preferred and Scrip,	3,697,982.89	995,784.76	.....	.....
The Harlem River & Port Chester R. R. Co.,	1,000,000.00	1,000,000.00	7%	70,000.00
Hartf'd & Conn. West. R. R. Co., .	1,737,100.00	1,196,125.26	2%	13,169.67
Holyoke & Westfield R. R. Co., .	20,000.00	20,000.00	14%	2,800.00
New Haven & Northampton Co., .	.....	.....	4%	a 24,600.00
The New York Connecting R. R. Co.,	1,500,000.00	1,527,204.33	.....	.....
New York, Ontario & Western Ry. Co.—Common,	29,160,000.00	13,105,185.62	2%	583,200.00
New York, Ontario & Western Ry. Co.—Preferred,	2,200.00	3,212.00	6%	132.00
Norwich & Worcester R. R. Co., .	93,500.00	211,385.56	8%	6,050.00
Old Colony R. R. Co.,	8,682,900.00	11,028,920.42	7%	559,210.75
Providence, Warren & Bristol R. R. Co.—Common,	486,000.00	729,162.67	6%	21,987.00
Providence, Warren & Bristol R. R. Co.—Preferred,	100.00	220.00	6%	6.00
Prov. & Worcester R. R. Co., . .	516,300.00	1,489,833.91	10%	32,460.00
Total,	\$52,089,786.78	\$33,048,473.34		\$1,349,864.42
Other than Railway Companies— Active:				
Berkshire Street R. R. Co., . . .	\$1,947,400.00	\$2,920,346.28	2%	\$38,948.00
The Connecticut Company, . . .	40,000,000.00	40,000,000.00	2½%	1,000,000.00
Millbrook Company,	100,000.00	100,000.00	.....	.....
N. Y. & Stamford Ry. Co., . . .	500,000.00	610,643.40	3%	15,000.00
N. Y., Westch'r & Boston Ry. Co.	4,924,937.50	6,205,094.62	.....	.....
The Rhode Island Co.,	9,685,500.00	24,220,978.90	6%	581,130.00
The Vermont Co.,	650,000.00	569,164.31	.....	.....
Total,	\$57,807,837.50	\$74,626,227.51		\$1,635,078.00

a Road merged with The N. Y., N. H. & H. R. R. Co. during the year.

Securities Owned — Stocks — *Continued.*

Name of corporation and security.	UNPLEGGED.		DIVIDENDS.	
	Total par value.	Cost or book value.	Rate.	Amount.
Other than Railway Companies— Inactive:				
Roxbury Central Wharf Co., .	*\$700.00	*\$7.00		.....
South Bay Wharf & Term. Co.,	*900.00	*9.00		.....
Total,	\$1,600.00	\$16.00	....	.....
Grand Total, . . .	\$109,899,224.28	\$107,674,716.85		\$2,984,942.42
†Miscellaneous Investments.				
Stocks of Companies not Pro- prietary, Affiliated or Con- trolled, held for investment:				
Railway Companies, Active:				
Narragansett Pier Railroad Co.,	\$18,700.00	\$18,700.00	....	.....
Wood River Branch R. R. Co.,	33,600.00	21,477.50	....	.....
Total,	\$52,300.00	\$40,177.50		.....
Other than Ry. Cos., Active:				
Boston Railroad Holding Co.,				
Common,	\$3,106,500.00	\$3,106,500.00	....	.....
Birmingham Water Power Co.,	54,000.00	54,000.00	....	.....
The New England Navigation Co.,	53,000,000.00	54,510,969.39	4%	\$2,120,000.00
Total,	\$56,160,500.00	\$57,671,469.39	....	\$2,120,000.00
Grand Total, . . .	\$56,212,800.00	\$57,711,646.89	....	\$2,120,000.00

* Nominal value. The N. Y., N. H. & H. R. R. Co. owns entire property.

† While we have answered this page to the best of our ability we feel that the printed wording on same does not entirely agree with our classification, as while the securities shown on property classified as B-6 "Miscellaneous Investments" the companies are either affiliated or controlled.

Securities Owned — Funded Debt.

None.

Dividends Declared on Stocks Owned or Controlled.

Name of stock owned or controlled and of corporations responsible therefor.	Par value of amount held.	Rate of dividend.	Income for respondent.	
Union Freight Railroad Co.,.....	\$237,000.00	7 %	\$20,090.00	Held by Old Colony R. R.*
Providence, Warren & Bristol Railroad Co.,.....	337,100.00	6 %	20,226.00	Held by Old Colony R. R.*
			\$40,316.00	

Interest Accrued on Bonds Owned or Controlled.

Name of bonds owned or controlled and of corporation responsible therefor.	Date of maturity of bond.	INTEREST.		Amount held at par.	Income for respondent.	
		Rate % per annum.	Date.			
The New England Navigation Co. debentures,.....	Nov. 13, 1955	4	May & Nov.	\$3,600,000.00	\$144,000.00	Held by Old Colony R. R. *
The New England Navigation Co. debentures,.....	Jan. 1, 1955	4	Jan. & July	675,000.00	27,000.00	Held by Nor'ich & Worcester R.R.*
The Harlem River & Port Chester R. R. Co.,.....	June 1, 1911	4	June & Dec.	.....	29,855.00	Bonds matured during year,....
					\$200,855.00	

* The income from these securities accrues to The New York, New Haven & Hartford Railroad Company through the terms of the lease.

Miscellaneous Securities Owned.

Name of Corporation and Security.	Book Value.	UNPLEGGED. Income.
Miscellaneous Securities of Proprietary, Affiliated, and Controlled Companies:		
Railway Companies—Active:		
The Harlem River & Port Chester R. R. Co., notes,	\$24,825,158.19	\$198,438.32
The New York Connecting R. R. Co., notes,	848,186.18	29,284.90
Totals,	\$25,673,344.37	\$977,723.22
Other than Railway Companies—Active:		
Berkshire Street Ry. Co., notes,	\$1,415,000.00	\$26,128.47
The City and County Contract Co., notes,	2,550,000.00	.....
New York & Stamford Ry. Co., notes,	412,906.50	16,777.87
The Westchester Street Ry. Co., advances,	915,674.60	.....
The Westchester Street Ry. Co., notes,	88,771.21	1,697.27
Totals,	\$5,382,352.31	\$44,603.61
Grand totals,	\$31,055,696.68	\$1,022,326.83

Interest Accrued on Bonds Owned or Controlled— *Continued.*

Name of Corporation and Security.	UNPLEDGED.	
	Book Value.	Income.
Miscellaneous Investments:		
Railway Companies—Active:		
Wood River Branch R. R. Co., notes,	\$4,500.00	\$240.00
<hr/>		
Other than Railway Companies—Active:		
* Trustees of the Park Square Real Estate, trust notes,		\$23,416.66
The New England Navigation Co., notes,	\$7,825,000.00	48,390.97
The Rhode Island Co., notes,	400,000.00	17,966.67
* Boston R. R. Holding Co., notes,		94,995.33
<hr/>		
Totals,	\$8,225,000.00	\$184,769.63
<hr/>		
Grand totals,	\$8,229,500.00	\$185,009.63

Marketable Securities:

Railway Companies—Active:		
Central New England Ry. Co., notes,	\$128,270.33	\$96,284.84
Providence, Warren & Bristol R. R. Co., notes,	38,617.77	1,544.71
<hr/>		
Totals,	\$166,888.10	\$97,829.55
<hr/>		
Other than Railway Companies—Active:		
* Hoosic Falls R. R. Co., notes,		\$703.47
New York Lock Co., bond,	\$1.00	
United Button Co., bond,	540.03	
Vanity Fair Amusement Co., bonds,	1.00	
The Vermont Co., notes,	45,000.00	
* The Vermont Co., notes,		41,100.39
The Village Water Co., assessment,	4.00	
<hr/>		
Totals,	\$45,546.03	\$41,803.86
<hr/>		
Grand totals,	\$212,434.13	\$139,633.41

NOTE—The par value of above is same as book value, with exception of New York Lock Co. bond, par value \$100.00, and Vanity Fair Amusement Co. bonds, par value \$486.50.

* Paid during year.

Securities Owned.

MARKETABLE SECURITIES — STOCKS.

Name of corporation and security.	Par value of securities owned.	Cost or book value.	DIVIDENDS.	
			Rate.	Amount.
Railway Companies — Active :			75c. per share	
Pennsylvania Railroad Co.,				\$723.00 A
Other than Railway Companies— Active :				
The Bristol and Plainville Tram- way Co.,	\$81,900.00	\$127,428.26	8 %	\$6,552.00
Boston Railroad Holding Co.— Preferred,	24,254,400.00	24,254,400.00	4 %	334,494.67
Iron Works Aqueduct and Water Co. 1/12 interest,		100.00	5½%	5.50
Post Publishing Co.,	1,000.00	1,000.00 B	6 %	60.00
Quincy Quarries Co.,	1,900.00	2,110.00	3 %	57.00
Waterbury Hotel Corporation, ...	1,500.00	1,500.00 B		
Waterbury Republican,	1,000.00	1,000.00 B		
Wirt Manufacturing Co.,	970.00	966.13		
Total,	\$24,342,670.00	\$24,388,504.39	....	\$341,169.17
Grand Total,	\$24,342,670.00	\$24,388,504.39	....	\$341,892.17

A—Sold during year.

B—Held as Lessee, Connecticut Railway and Lighting Co.

Securities Owned — Continued.
MARKETABLE SECURITIES — BONDS.

Name of corporation and security.	Par value of securities owned.	Cost or book value.	INTEREST ACCRUED.	
			Rate.	Amount.
Railway Companies — Active :				
Central New England Ry. Co., income bonds.....			5%	\$212,967.88 A
Central New England Ry. Co., income bonds. scrip.....	\$608.50	\$608.50		
Central New England Ry. Co., first mortgage bonds.....			4%	151,404.70 B
Central New England Ry. Co., first mortgage 20 year bonds.....			5%	7,497.65 A
Central New England Ry. Co. (P. & E. Ry.), first mtg. bonds.....			5%	14,236.11 A
Central New England Ry. Co. (N D. & C.), income bonds.....			6%	39,787.08 A
Central New England Ry. Co. (D. C.) first mtg. gold bonds.....	63,000.00	66,110.00	4½%	1,304.73
Milford, Franklin & Providence R. R. Co., first mtg. gold bonds.....			4%	187.79 C
Milford & Woonsocket R. R. Co., first mtg. gold bonds.....			4%	1,126.67 C
Total.....	\$63,608.50	\$66,718.50		\$428,512.61
Other than Railroad Companies — Active :				
Berkshire Street Railway Co., 20 year gold debentures.....	\$200,000.00	\$200,000.00	5%	\$6,666.67
Boston R. R. Holding Co., 50 year debentures.....			4%	420,252.00 A
Conn. Ry. and Lighting Co., first and refunding mtg. bds. scrip.....	300.00	300.00	4½%	
N. Y. & Stamford Ry. Co., first and refunding mtg. gold bonds.....	27,000.00	30,957.77	4%	1,080.00
N. Y. Westchester & Boston Ry. Co., first mtg. bonds.....	16,200,000.00	16,200,000.00	5%	
First mortgage gold bond.....	100,000.00	100,000.00	5%	
The Vermont Co., temporary first mortgage gold bond.....	846,000.00	846,500.00		
Total.....	\$17,373,300.00	\$17,377,757.77		\$427,998.67
Other than Railway Companies — Inactive :				
Adjustment of interest on,— Bennington and Hoosick Valley Railway Co., bonds.....				\$35,592.91
Hoosick Railway Co., bonds.....				
Bennington & North Adams, Street Ry. Co., bond.....				
Grand Total.....	\$17,436,908.50	\$17,444,476.27		\$892,104.19

A— Issue retired during the year.
 B— Bonds sold during the year.
 C— Road merged with The New York, New Haven and Hartford Railroad Company during the year.

Summary of Securities Owned.

NOT HELD IN SINKING OR OTHER FUNDS.

Kind of Security.	Par Value.	Dividends or Interest.
STOCKS:		
Stocks of railway companies — active, . . .	\$52,142,086.78	\$1,350,587.42
Stocks of other than railway companies — active,	138,311,007.50	4,096,247.17
Stocks of other than railway companies — inactive,	1,600.00	.....
Dividends on stocks owned or controlled, . . . . .	.....	40,316.00
Totals,	\$190,454,694.28	\$5,487,150.59

FUNDED DEBT:

Funded debt of respondent "in treasury," . . .	\$201,700.00	*12.50
Funded debt of railway companies — active, . . .	63,608.50	428,512.61
Funded debt of other than railway companies — active,	17,373,300.00	427,998.67
Funded debt of other than railway companies — inactive, . . . . .	.....	35,592.91
Interest on funded debt owned or controlled, . . . . .	.....	200,855.00
Totals,	\$17,638,608.50	\$1,092,971.69

MISCELLANEOUS SECURITIES:

Miscellaneous securities of railway companies — active,	\$25,844,732.47	\$1,075,792.77
Miscellaneous securities of other than railway companies, — active,	13,653,482.84	271,177.10
Totals,	\$39,498,215.31	\$1,346,969.87

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the commission? Yes.

Insert below a list of such holdings, if any, giving name of corporation and of security held, par value of holdings, and name of intermediary through which control of such securities is established:

* Interest on \$10,000.00, N. Y., N. H. & H. R. R. Co., short term debenture notes, due January 9, 1911, held in treasury nine days.

Name of Corporation.	Name of security.	Par value of securities held.	Name of Intermediary.
New York & Westchester Town Site Co.	Bonds.	\$12,500.00	Millbrook Co.
Subway & Westchester Construction Co.	Capital Stock.	400,000.00	City & County Contract Co.
City & County Contract Co.....	Capital Stock.	690,000.00	New York, Westchester & Boston Railway Co.
Westchester Northern R. R. Co.....	Capital Stock.	60,000.00	City & County Contract Co.

ACCIDENT AND CASUALTY FUND:

Liabilities:

Reserve for outstanding claims, . . . \$740,908.69

Assets (excluding securities):

Cash on hand, . . . \$19,354.71

Accrued interest, . . . 23,596.41 42,951.12

\$697,957.57

INSURANCE FUND:

Liabilities:

Reserve for unsettled losses, . . . \$200,561.09

Unearned premiums received from companies, 28,154.60 \$228,715.69

Assets (excluding securities):

Cash on hand, . . . \$84,100.31

Accrued interest and dividends, . . . 26,395.04

Prepaid insurance, . . . 5,640.55 116,135.90

\$112,579.79

COAL INSURANCE FUND:

Assets (excluding securities):

Cash on hand, . . . \$11,937.94

Accrued interest and dividends, . . . 275.00

Due from N. Y., N. H. & H. R. R. Co., . . . 718.01 \$12,930.95

Sinking and Other Funds.

A. INCOME AND DISBURSEMENTS DURING THE YEAR.

Name of Fund.	INCOME.				Dis- bursements.
	Cash appro- priations to fund.	Income to fund from investments	Other income to fund.	Total.	
Sinking and redemption funds:					
Worcester & Conn. Eastern Rail- way bonds,	\$19,534.00	\$1,710.00	.....	\$21,244.00	\$21,244.00
Conn. Railway & Lighting Co. bonds,	62,455.00	16,897.50	\$97.49	79,449.99	79,300.50
Total,	\$81,989.00	\$18,607.50	\$97.49	\$100,693.99	\$100,544.50
Insurance and other reserve funds:					
Accident and Casualty fund, . .	\$625,432.32	\$66,855.89	.....	\$692,288.21	\$237,649.34
Insurance fund,	300,000.00	78,190.24	\$79,093.64	457,283.88	139,714.34
Coal insurance fund,	9,164.95	813.37	.....	9,978.32	162.50
Total,	\$934,597.27	\$145,859.50	\$79,093.64	\$1,159,550.41	\$397,526.18

B. ASSETS ON JUNE 30, 1911.

,,

Name of Fund.	Securities in fund.	Par value.	Cost.	Cash in fund.	Amount of fund June 30, 1911.
Worcester & Conn. Eastern Railway sinking fund,	Worcester & Conn. Eastern Ry. first mortgage bonds,	\$58,000	\$53,000	.....	\$58,000.00
Conn. Railway & Light- ing Co. sinking fund,...	First and refunding mortgage bonds of the Conn. Ry. & Lighting Co.,	419,000	419,000	62,658.96	481,658.96
Grand total, . . . . .	. . . . .	.....	.....	.....	\$539,658.96

Sinking and Other Funds — *Continued.*

Name of Fund.	SECURITIES IN FUND.			Liabilities in excess of cash and assets ex- cluding securities.	Amount of fund June 30, 1911.
	Name.	Par value.	Cost.		
Insurance fund.	Prov. Securities Co. debentures, 1957,	\$519,000.00	\$449,624.38	.....	.....
	N. Y., N. H. & H. R. R. Co. debentures, 1912,	50,000.00	50,000.00	.....	.....
	N. Y., N. H. & H. R. R. Co. debentures and scrip, 1954,	2,100.00	1,915.32	.....	.....
	N. Y., N. H. & H. R. R. Co. debentures, 1950,	334,300.00	346,266.85	.....	.....
	N. Y., N. H. & H. R. R. Co. debentures, 1948,	377,600.00	453,930.67	.....	.....
	N. Y., Prov. & Boston R. R. Co. gen'l mort. bonds, 1942,	16,000.00	16,560.00	.....	.....
	City of New York bonds, 1960,	100,000.00	101,156.25	.....	.....
	1502 shares N. Y., N. H. & H. R. R. Co. stock,	150,200.00	187,830.82	.....	.....
	220 shares Conn. River R. R. Co. stock,	22,000.00	60,323.39	.....	.....
	7 shares Manchester & Lawrence R. R. Co. stock,	700.00	1,548.38	.....	.....
	146 shares Hereford R. R. Co. stock,	14,600.00	13,416.27	.....	.....
	104 shares Concord & Montreal R. R. Co. stock,	10,400.00	16,495.64	.....	.....
	51 Vermont & Mass. R. R. Co. stock,	5,100.00	8,159.26	.....	.....
	13 shares Lowell & Andover R. R. Co. stock,	1,300.00	2,743.00	.....	.....
	325 shares Boston & Lowell R. R. Co. stock,	32,500.00	70,037.50	.....	.....
	57 shares Pemigewassett Valley R. R. Co. stock,	5,700.00	7,968.00	.....	.....
	162 shares Conn. & Passumpsic Rivers R. R. Co. stock,	16,200.00	23,280.15	.....	.....
	7 shares Upper Coos R. R. Co. stock,	700.00	980.00	.....	.....
	18 shares Concord & Portsmouth R. R. Co. stock,	1,800.00	3,285.00	.....	.....
	145 shares Northern R. R. Co. stock,	14,500.00	20,391.75	.....	.....
		\$1,674,700.00	\$1,865,902.63	\$112,579.79	\$1,753,322.84

Sinking and Other Funds—Continued.

Name of Fund.	SECURITIES IN FUND.			Liabilities in excess of cash and assets ex- cluding securities.	Amount of fund June 30, 1911.
	Name.	Par value.	Cost.		
Accident and Casualty fund.	Providence Securities Co. debentures, 1957,	\$200,000.00	\$157,817.49	.....	.....
	N. Y., N. H. & H. R. R. Co. debentures, 1912,	30,000.00	29,803.75	.....	.....
	N. Y., N. H. & H. R. R. Co. debentures, 1914,	45,000.00	42,750.00	.....	.....
	N. Y., N. H. & H. R. R. Co. debentures, 1947,	9,000.00	7,740.00	.....	.....
	N. Y., N. H. & H. R. R. Co. debentures, 1948,	213,200.00	284,475.00	.....	.....
	N. Y., N. H. & H. R. R. Co. debentures, 1956,	392,800.00	374,702.42	.....	.....
	Conn. Ry. & Lighting Co. 1st and refunding mort. bonds, 1951,	50,000.00	50,687.50	.....	.....
	Naugatuck R. R. Co. 1st mort. bonds, 1954,	1,000.00	1,000.00	.....	.....
	Chicago & Eastern Ill. R. R. Co. bonds, 1937,	22,000.00	25,300.00	.....	.....
	Chicago, Bur. & Quincy R. R. Co. (Illinois Division) mortgage bonds, 1949,	14,000.00	12,810.00	.....	.....
	Chicago, Rock Island & Pacific Ry. Co. gen. mort. bonds, 1988,	38,000.00	38,000.00	.....	.....
	New Haven & Derby R. R. Co. consol. mort. bonds, 1918,	1,000.00	1,050.00	.....	.....
	261 shares Am. Tel. & Tel. Co. stock,	26,100.00	32,455.46	.....	.....
	100 shares City Nat. Bank, Holyoke, Mass. stock,	10,000.00	11,500.00	.....	.....
	1130 shares New Haven Gas Light Co. stock,	28,250.00	42,850.40	.....	.....
	410 shares New Haven Water Co. stock,	20,500.00	36,989.45	.....	.....
	6 shares Westinghouse Air Brake Co. stock,	600.00	882.00	.....	.....
	1061 shares Pennsylvania R. R. Co. stock,	53,050.00	66,552.96	.....	.....
	71 shares Northern R. R. Co. stock,	7,100.00	10,029.38	.....	.....
	155 shares Lowell & Andover R. R. Co. stock,	15,500.00	33,868.13	.....	.....
	219 shares Conn. River R. R. Co. stock,	21,900.00	58,648.63	.....	.....
	16 shares Manchester & Lawrence R. R. Co. stock,	1,600.00	3,554.50	.....	.....
	8 shares Upper Coos R. R. Co. stock,	800.00	1,121.00	.....	.....
	84 shares Nashua & Lowell R. R. Co. stock,	8,400.00	20,170.51	.....	.....
	61 shares Boston & Lowell R. R. Co. stock,	6,100.00	14,858.13	.....	.....
	663 shares Concord & Montreal R. R. Co. stock,	66,300.00	106,430.51	.....	.....
	208 shares Conn. & Passumpsic Rivers R. R. Co. stock,	20,800.00	28,965.14	.....	.....
	26 shares Massawippi Valley R. R. Co. stock,	2,600.00	3,380.00	.....	.....
	270 shares Pemigewasset Valley R. R. Co. stock,	27,000.00	37,418.75	.....	.....
	958 shares N. Y., N. H. & H. R. R. Co. stock,	95,800.00	119,909.08	.....	.....
		\$1,428,400.00	\$1,655,715.19	\$697,957.57	\$957,757.62
Coal Insurance fund.	N. Y., N. H. & H. R. R. Co. debentures, 1948,	\$10,000.00	\$13,400.00	Cash and assets excluding securities.	.....
	25 shares N. Y., N. H. & H. R. R. Co. stock,	2,500.00	3,139.79	.....	.....
		\$12,500.00	\$16,539.79	\$12,930.95	\$29,470.74
Grand total,					\$2,740,551.20

Reserves.**OPERATING RESERVES:**

None.

RESERVES FROM INCOME OR SURPLUS:

Invested in sinking and redemption funds:

Sinking fund for C. R. & L. Co. bonds, \$362,695.39

Invested in other reserve funds:

Accident and casualty fund, \$957,757.62

Insurance fund, 1,753,322.84

Coal insurance fund, 29,470.74

Totals, \$2,740,551.20

Not specifically invested:

None.

Advances to Proprietary, Affiliated, and Controlled Companies.

ADVANCES FOR CONSTRUCTION, EQUIPMENT, AND BETTERMENTS.		TEMPORARY ADVANCES FOR VARIOUS PURPOSES.	
Name of Company.	Amount.	Name of Company.	Amount.
The Harlem River and Port Chester R. R. Co.,	\$11,000.00	New York Connecting R. R. Co.,	\$48,433.53
Norwich & Worcester R. R. Co.,	547,316.56	Old Colony R. R. Co., . .	760,554.63
Providence, Warren & Bristol R. R. Co., . .	204,158.69	Connecticut Railway and Lighting Co.,	59,700.00
Total,	\$762,475.25	Total,	\$868,688.16

Obligations for Advances From Other Companies.

Advances for construction, equipment, and betterments, The Connecticut Co., \$474,803.98.

Temporary advances for various purposes, none.

Property Abandoned, Chargeable to Operating Expenses.

None.

NOTE—Our records are not kept in such a manner as will enable us to furnish the operating expenses in the state.

Operating Expenses—Entire Line.

Account.	Amount.	Ratio to total of general account.	Ratio to total operating expenses.
I. Maintenance of Way and Structures:		Per cent.	Per cent.
Superintendence,	\$268,514.06	.0385	00.66
Ballast,	30,697.98	.0044	00.08
Ties,	1,030,806.43	.1477	02.52
Rails,	323,546.62	.0464	00.79
Other Track Material,	316,057.99	.0453	00.77
Roadway and Track,	2,133,077.13	.3056	05.22
Removal of Snow, Sand, and Ice,	115,547.68	.0166	00.28
Tunnels,	4,340.90	.0006	00.01
Bridges, Trestles, and Culverts,	439,066.83	.0629	01.07
Over and Under Grade Crossings,	88,110.90	.0126	00.22
Grade Crossings, Fences, Cattle Guards, and Signs,	128,430.46	.0184	00.31
Snow and Sand Fences and Snowsheds,	91.86	.0000	00.00
Signals and Interlocking Plants,	383,802.40	.0550	00.94
Telegraph and Telephone Lines,	35,538.67	.0051	00.09
Electric Power Transmission,	102,905.72	.0147	00.25
Buildings, Fixtures and Grounds,	586,103.81	.0840	01.43
Docks and Wharves,	204,338.98	.0293	00.50
Roadway Tools and Supplies,	65,975.33	.0094	00.16
Injuries to Persons,	37,323.21	.0053	00.09
Stationery and Printing,	3,154.79	.0005	00.01
Other Expenses,	101,416.41	.0145	00.25
Maintaining Joint Tracks, Yards, and Other Facilities—Dr.,	583,242.60	.0835	01.43
Maintaining Joint Tracks, Yards, and Other Facilities—Cr.,	2,060.58	.0003	00.01
Total—Maintenance of Way and Structures,	\$6,980,036.18	100.00	17.07
II. Maintenance of Equipment:			
Superintendence,	\$188,908.23	.0263	00.46
Steam Locomotives—Repairs,	2,416,760.23	.3359	05.91
Steam Locomotives—Renewals,	3,979.20	.0006	00.01
Steam Locomotives—Depreciation,	51,708.30	.0072	00.13
Electric Locomotives—Repairs,	164,641.14	.0229	00.40
Electric Locomotives—Renewals,	376.00	.0001	00.00
Passenger Train Cars—Repairs,	1,005,913.17	.1398	02.46
Passenger Train Cars—Renewals,	26,254.52	.0036	00.06
Passenger Train Cars—Depreciation,	204,362.89	.0284	00.50
Freight Train Cars—Repairs,	1,471,050.61	.2045	03.60
Freight Train Cars—Renewals,	93,421.34	.0130	00.23
Freight Train Cars—Depreciation,	530,888.25	.0738	01.30
Electric Equipment of Cars—Repairs,	31,924.75	.0044	00.08
Floating Equipment—Repairs,	216,904.03	.0302	00.53
Floating Equipment—Renewals,	65,077.75	.0090	00.16
Floating Equipment—Depreciation,	80,708.71	.0112	00.20
Work Equipment—Repairs,	44,602.20	.0062	00.11
Work Equipment—Renewals,	7,365.91	.0010	00.02
Work Equipment—Depreciation,	12,596.66	.0018	00.03
Shop Machinery and Tools,	282,965.76	.0393	00.69
Power Plant Equipment,	29,802.62	.0041	00.07
Injuries to Persons,	18,269.39	.0025	00.04
Stationery and Printing,	1,915.13	.0003	00.01
Other Expenses,	244,367.33	.0340	00.60
Maintaining Joint Equipment at Terminals— Dr.,	1,519.17	.0002	00.00
Maintaining Joint Equipment at Terminals— Cr.,	2,858.52	.0003	00.01
Total—Maintenance of Equipment,	\$7,193,424.77	100.00	17.59

Operating Expenses—Entire Line—Continued.

Account.	Amount.	Ratio to total of general account.	Ratio to total operating expenses.
III. Traffic Expenses:		Per cent.	Per cent.
Superintendence,	\$159,637.63	45.35	00.39
Outside Agencies,	61,714.31	17.53	00.15
Advertising,	84,978.85	24.14	00.21
Traffic Associations,	5,340.45	01.52	00.01
Industrial and Immigration Bureaus,	617.15	00.18	00.00
Stationery and Printing,	39,344.46	11.18	00.10
Other Expenses,	36.25	00.10	00.00
Total—Traffic Expenses,	\$351,999.10	100.00	00.86
IV. Transportation Expenses:			
Superintendence,	\$331,135.25	01.35	00.81
Dispatching Trains,	159,415.24	00.65	00.39
Station Employees,	4,708,031.40	19.20	11.51
Station Supplies and Expenses,	380,592.64	01.55	00.93
Yardmasters and their Clerks,	383,318.41	01.56	00.94
Yard Conductors and Brakemen,	1,016,927.47	04.15	02.49
Yard Switch and Signal Tenders,	212,255.08	00.87	00.52
Yard Supplies and Expenses,	27,043.76	00.11	00.07
Yard Enginemen,	527,783.76	02.15	01.29
Enginehouse Expenses—Yard,	129,861.99	00.53	00.32
Fuel for Yard Locomotives,	747,645.69	03.05	01.83
Water for Yard Locomotives,	35,808.94	00.15	00.09
Lubricants for Yard Locomotives,	12,423.21	00.05	00.03
Other Supplies for Yard Locomotives,	10,562.84	00.04	00.02
Operating Joint Yards and Terminals—Dr.,	809,413.31	03.30	01.98
Operating Joint Yards and Terminals—Cr.,	36,756.12	00.15	00.09
Motormen,	159,076.84	00.65	00.39
Road Enginemen,	2,039,270.93	08.31	04.98
Enginehouse Expenses—Road,	614,563.33	02.51	01.50
Fuel for Road Locomotives,	4,383,627.79	17.87	10.72
Water for Road Locomotives,	288,490.27	01.17	00.70
Lubricants for Road Locomotives,	84,186.57	00.34	00.20
Other Supplies for Road Locomotives,	83,459.68	00.34	00.20
Operating Power Plants,	237,977.76	00.97	00.58
Purchased Power,	151,585.73	00.62	00.37
Road Trainmen,	2,779,436.29	11.33	06.80
Train Supplies and Expenses,	690,107.77	02.81	01.69
Interlockers and Block and Other Signals— Operation,	630,219.05	02.57	01.54
Crossing Flagmen and Gatemen,	386,795.82	01.58	00.95
Drawbridge Operation,	64,903.30	00.28	00.17
Clearing Wrecks,	62,143.62	00.25	00.15
Telegraph and Telephone—Operation,	122,989.27	00.50	00.30
Operating Floating Equipment,	656,701.52	02.68	01.61
Stationery and Printing,	255,842.83	01.04	00.63
Other Expenses,	20,362.15	00.08	00.05
Loss and Damage—Freight,	349,100.80	01.42	00.85
Loss and Damage—Baggage,	3,933.19	00.02	00.01
Damage to Property,	200,543.24	00.82	00.49
Damage to Stock on Right of Way,	1,016.50	00.00	00.00
Injuries to Persons,	578,084.72	02.36	01.41
Operating Joint Tracks and Facilities—Dr.,	225,006.07	00.92	00.55
Operating Joint Tracks and Facilities—Cr.,	1,923.53	00.00	00.00
Total—Transportation Expenses,	\$24,526,959.38	100.00	59.97

Operating Expenses—Entire Line—Concluded.

Account.	Amount.	Ratio to total of general account.	Ratio to total operating expenses.
V. General Expenses:		Per cent.	Per cent.
Salaries and Expenses of General Officers, .	\$191,586.96	10.38	00.47
Salaries and Expenses of Clerks and Attendants, .	552,714.35	29.94	01.35
General Office Supplies and Expenses, .	112,305.76	06.08	00.27
Law Expenses, .	235,540.94	12.76	00.58
Insurance, .	391,040.33	21.18	00.95
Pensions, .	117,188.72	06.35	00.29
Stationery and Printing, .	72,629.98	03.93	00.18
Other Expenses, .	152,090.96	08.24	00.37
General Administration Joint Tracks, Yards, and Terminals—Dr., .	21,115.20	01.14	00.05
Total—General Expenses, .	\$1,846,213.20	100.00	04.51
Recapitulation of Expenses:			
I. Maintenance of Way and Structures, .	\$6,980,036.18	.....	17.07
II. Maintenance of Equipment, .	7,193,424.77	.....	17.59
III. Traffic Expenses, .	351,999.10	.....	00.86
IV. Transportation Expenses, .	24,526,959.38	.....	59.97
V. General Expenses, .	1,846,213.20	.....	04.51
Total Operating Expenses, .	\$40,898,632.63	... ..	100.00

Ratio of Operating Expenses to Operating Revenues, 65.80 per cent.

Summary of Revenues and Expenses of Outside Operations and Other Properties.

(a) OUTSIDE OPERATIONS.

Designation.	Revenues.	Expenses.	Net revenue or deficit.
Ferry lines, .	\$2,601.80	\$8,426.51	Cr. \$5,824.71
Sleeping-car service, .	573,798.52	92,791.88	481,006.64
Parlor and chair car service, .	1,061,004.91	271,472.45	789,532.46
Dining and special car service, .	528,337.01	442,278.88	86,058.13
Hotels and restaurants, .	95,122.79	82,401.25	12,721.54
Miscellaneous:			
Midway icing plant, .	4,715.71	3,854.95	860.76
Boston dormitories or rest rooms, .	1,749.00	2,235.99	Cr. 486.99
Periodical advertising, .	348.00	378.65	Cr. 30.65
Lighterage, .	35,955.49	.....	35,955.49
Totals, .	\$2,303,633.23	\$903,840.56	\$1,399,792.67

(b) OTHER PROPERTIES.

None.

Rents Receivable.**1. FROM JOINT FACILITIES.**

Facility Leased.	Location.	Name of lessee.	Amount.
Joint tracks: Use of tracks,	Acton Jct., Mass., and Concord Jct., Mass.	Boston & Maine R. R.,	\$3,082.20
Joint yards and terminals: Station facilities,	Winsted, Conn., . . .	Central New England Ry. Co.,	2,380.44
Total, . . . . .	. . . . .	. . . . .	\$5,462.64

2. FROM LEASE OF ROAD.

Road leased.	Location.	Name of Lessee.	Amount.
Street Railway, . . .	New York State Line to Mianus River, Conn.,	New York and Stamford Ry. Co., . . .	\$20,000.00
Portion of former New England R. R., . . .	Wicopee Jct. to Fishkill Landing, N. Y.,	Central New England Ry. Co.,	1,000.00
Total, . . . . .	. . . . .	. . . . .	\$21,000.00

3. MISCELLANEOUS RENTS.

Amount, \$330,225.02

NOTE— This amount covers rents received from a large number of tenants in amounts from \$1.00 up.

Miscellaneous Income.

Received from Eastern R. R. Association as this company's distributive share as a member of the association, \$2,264.50

Rents Payable.

1. FOR JOINT FACILITIES.

Facility leased.	Location of property.	Name of lessor.	Item.
Joint Tracks:			
Tolls,	Woodlawn Jct. to G. C. Station,	N. Y. & Harlem R. R.	\$363,917.66
Use of tracks,	Sterling Jct. to Worcester, Mass.,	Boston & Maine R. R.	25,000.00
“ “ “	Shelburne Jct. to Shelburne Falls,	“ “ “	7,500.00
“ “ “	Hopewell Jct. to Poughkeepsie,	Cent. New Eng. Ry.	3,887.73
“ “ “	Westfield to Smith's Crossing,	The Connecticut Co.,	12.75
“ “ “	Merriden to East Merriden,	“ “ “	4.50
Total, . . . .	. . . . .	. . . . .	\$400,322.64
Joint Yards and Terminals:			
Grand Cent. Station, Mott Haven Yard Distributing System, Sta. accommodations,	} New York City, 125th St., N. Y. City, Springfield, Mass., Pittsfield, Mass., Worcester, Mass., Ashland, Mass., Westfield, Mass., Newton Highlands, Mass. . . . So. Framingham, Mass. . . . Woodlawn, N. Y., Lowell, Mass., Northampton, Mass., North Acton, Mass.,	N. Y. C. & H. R. R. R.	\$810,652.72
“ “ “		“ “	9,480.57
“ “ “		“ “	13,500.00
“ “ “		“ “	1,999.96
“ “ “		“ “	9,600.00
“ “ “		“ “	747.99
“ “ “		“ “	1,755.00
“ “ “		“ “	375.00
“ “ “		“ “	1,151.25
“ “ “		“ “	229.10
“ “ “		Boston & Maine R. R.	600.00
“ “ “		“ “	800.00
“ “ “		“ “	50.00
Station facilities,		Fitchburg, Mass.,	800.07
“ “ “		Shelburne Falls, Mass.,	99.99
“ “ “		Maybrook, N. Y.,	2,338.52
“ “ “		Hopewell Crossing, N. Y. . . .	134.42
Terminal facilities,	Sterling Jct., Mass.,	Boston & Maine R. R.	384.24
“ “ “	Boston, Mass.,	Boston Terminal Co.	374,100.00
Sta. & track facilities,	New London, Conn.,	N. Lond'n Union Sta.	6,647.05
Total, . . . .	. . . . .	. . . . .	\$1,235,445.88
Grand total, . . . .	. . . . .	. . . . .	\$1,635,768.52

Rents Payable — Continued.**2. FOR LEASE OF ROAD.**

Road leased.	Guaranteed interest on bonds.	Guaranteed dividends on stocks.	Cash.	Total.
Old Colony R. R. Co	\$538,920.00	\$1,439,480.00	\$25,549.39	\$2,003,949.39
Boston & Providence R. R.	86,800.00	400,000.00	8,027.85	494,827.85
Prov. & Worcester R. R.	60,000.00	350,000.00	6,000.00	416,000.00
Norwich & Worcester R. R.	48,000.00	240,000.00	2,515.59	290,515.59
Harlem River & P. C. R. R.	36,666.68	70,000.00	948,438.32	1,055,105.00
New Haven & N. H. Co.,	41,847.23	24,600.00		66,447.23
Holyoke & Westfield R. R.			46,000.00	46,000.00
Berkshire R. R.		15,966.00		15,966.00
Prov., Warren & Bristol,		45,806.00	1,544.71	46,850.71
Plymouth & Middleboro,	11,250.00		100.00	11,350.00
Milford & Woonsocket,	1,126.67			1,126.67
Milford, Franklin & Prov.,	187.79			187.79
Chatham R. R.			5,043.97	5,043.97
Betterments on leased roads as under:				
Boston & Providence,			13,169.75	13,169.75
Providence & Worcester,			9,833.65	9,833.65
Prov., Warren & Bristol,			398.44	398.44
Harlem R. & P. C. R. R.,			887.48	887.48
Old Colony R. R.,			1,260.30	1,260.30
Norwich & Worcester,			188.56	188.56
Holyoke & Westfield,			12.82	12.82
	\$824,798.37	\$2,585,352.00	\$1,068,173.95	\$4,478,324.32

MISCELLANEOUS RENTS.

Name.	Location.	Lessor.	Item.
Piers, . . .	East River, N. Y. city,	City of New York et al.,	\$173,427.22
" . . .	Brooklyn, N. Y.,	Ireland Real Estate Co.,	12,211.00
Wharf, . . .	South Boston, Mass.,	Boston Wharf Co.,	9,166.67
" . . .	Newport, R. I.,	Trustees Long Wharf,	1,400.00
Land, . . .	W. Barnstable, Mass.,	Town of Barnstable,	25.00
" . . .	Canaan, Conn.,	Central New Eng. Ry.,	1.00
" . . .	Co. Worcester, Mass.,	N. Y. C. & H. R. R. R.,	1.00
" . . .	Fishkill Land'g, N. Y.,	" "	1.00
" . . .	Holyoke, Mass.,	Holyoke Water P. Co.,	300.00
Street franchise,	Providence, R. I.,	City of Providence,	1,000.00
Commonwealth Pier,	South Boston, Mass.,	Commonw'lth of Mass.,	40,833.33
Total, . . .			\$238,366.22

Other Deductions from Income.

Nature of deduction.	Amount.
Payments to The Rhode Island Co., in accordance with agreement dated February 29, 1904,	\$5,000.00

Separately Operated Properties.

None.

Recapitulation of Hire of Equipment.

Account.	Amount Receivable.	Amount Payable.
A. Equipment leased,	0	0
B. Equipment interchanged,	\$2,437,066.21	\$1,939,786.08
C. Private cars,	0	87,478.02
	<hr/>	
Total,	\$2,437,066.21	\$2,027,264.10
Balance,	409,802.11	

NOTE A—This company pays only a proportion of the amount paid by the Grand Central Terminal for hire of equipment on wheelage basis which varies monthly, and the detailed analysis of which is not kept by this company.

NOTE B—These entries are to adjust to basis of actual figures. See last year's return.

NOTE C—The above statement shows the actual amount accrued on equipment loaned. In closing June account, however, it was necessary to use estimated figures, which necessitates above entries. Adjustment was made in July, 1911.

Car Mileage.

AMOUNT PAID CAR LINES FROM JULY 1, 1910, TO JUNE 30, 1911.

Name of owner	Cars used	Description	Car miles and rate of compensation		
			%c rate	6/10c rate	Amount
American Cotton Oil Co.,		Tank,	310,721	.....	\$2,330.42
American Refrigerator Transit Co.,		Refrigerator,	83,784	.....	628.42
American Tank Line Co.,		Tank,	9,875	.....	74.09
American Ammonia Co.,		Tank,	145	.....	1.09
American Linseed Co.,		Tank,	3,452	.....	25.89
Arms Palace Horse Car Co.,		Horse,	.....	34,389	206.33
Armour Refrigerator Line,		Refrigerator and box,	2,487,857	38,162	18,888.00
Atlantic Seaboard Despatch,		Refrigerator and tank,	3,544	.....	26.59
Agar Fresh Meat Express,		Refrigerator,	641	.....	4.82
Abernathy Furniture Co.,		Box,	.....	1,217	7.31
Bird & Son, F. W.,		Tank,	777	.....	5.84
Barrett Mfg. Co.,		Tank,	4,561	.....	34.23
Basic Extract Co.,		Tank,	2,540	.....	19.06
Berwind-White Coal Mining Co.,		Coal,	.....	824,344	4,946.08
Brill & Co., J. G.,		Flat,	.....	2,583	15.49
Beadleston & Woerz,		Refrigerator,	2,355	.....	17.68
Big Bend Coal Mining Co.,		Coal,	.....	272	1.63
Bulah Coal Co.,		Coal,	.....	9,785	58.71
Baltimore Mfg. Co.,		Tank,	3,053	.....	22.90
Buckeye Transportation Co.,		Refrigerator,	2,100	.....	15.76
Buckeye Cotton Oil Co.,		Tank,	145	.....	1.09
Barber Asphalt Paving Co.,		Tank,	1,025	.....	7.69
Chicago Stock Express,		Stock,	.....	15,886	95.31
Chicago, New York & Boston Refrigerator Co.,		Refrigerator,	82,665	.....	619.70
Cold Blast Transportation Co.,		Refrigerator,	327,715	.....	2,457.87
Columbia Tank Line,		Tank,	3,614	.....	27.11
Complanters' Tank Line,		Tank,	3,704	.....	27.80
Crescent Tank Line,		Tank,	16,215	.....	121.61
Cudahy Milwaukee Refrigerator Line,		Refrigerator,	3,735	.....	28.03
Cudahy Refrigerator Line,		Refrigerator,	562,797	.....	4,220.99
Colonial Tank Line,		Tank,	4,649	.....	34.87
Cherokee Tanning Extract Co.,		Tank,	2,648	.....	19.88

Car Mileage—Continued.
 AMOUNT PAID CAR LINES FROM JULY 1, 1910, TO JUNE 30, 1911.

Name of owner	Cars used	Description	Car miles and rate of compensation	
			%c rate	Amount
Clapp Ammonia Co., B. P.,		Tank,	2,889	21.69
Chilhowee Extract Co.,		Tank,	412	3.09
Champion Fibre Co.,		Tank,	27,781	208.37
Cincinnati Refrigerator Express,		Refrigerator,	34,260	256.96
Cutting Car Co.,		Rock,	8,675	52.04
Crystal Oil Works,		Tank,	210	1.58
Cochrane Chemical Co.,		Tank,	1,196	8.99
Chicago Refrigerator Car Co.,		Refrigerator,	80,629	604.74
Cedar Rapids Refrigerator Line,		Refrigerator,	9,815	73.62
Charleston Cotton Oil & Refrigerator Co.,		Tank,	5,838	43.80
Crystal Car Line,		Tank,	1,157	8.75
Canfield Oil Co.,		Tank,	815	6.13
Continental Refining Co.,		Tank,	2,317	17.38
Coal Mining Co.,		Coal,	276	1.66
Daim Shippers Despatch,		Refrigerator,	17,581	131.87
Dold Packing Co., Jacob,		Refrigerator,	18,888	141.08
Delaware River & Union R. R.,		Tank,	25,442	190.85
Doud Stock Car Co.,		Stock,	1,550	9.30
East Jersey R. R. & Terminal Co.,		Tank,	57,863	433.97
Empire Oil Works,		Tank,	475	3.56
Express Car Line,		Horse and auto,	52	.31
Emulnton Refining Co.,		Tank,	1,989	14.92
Emery Mfg. Co.,		Tank,	772	5.80
Evansville Packing Co.,		Refrigerator,	2,312	18.10
Eastern Live Stock Express,		Stock,	126	.76
Franklin Tank Line,		Tank,	8,293	62.22
Fox River Despatch,		Refrigerator,	479	3.60
Focke's Sons Co., Wm.,		Refrigerator,	130	.98
Germania Refining Co.,		Tank,	25,188	188.93
German American Car Co.,		Tank,	8,194	61.46
Gulf Refining Co.,		Tank,	38,046	285.36
General Electric Co.,		Flat,	788	4.73

Car Mileage—Continued.
AMOUNT PAID CAR LINES FROM JULY 1, 1910, TO JUNE 30, 1911.

Name of owner	Cars used	Description	Car miles and rate of compensation.	
			¾c rate	6/10c rate
Merchants Despatch Transportation Co.,		Refrigerator,	427,441	Amount
Morrell Refrigerator Line,		Refrigerator,	8,979	3,205.83
Morris & Co.,		Refrigerator,	506,539	67.36
Midland Linseed Despatch,		Tank,	622	3,799.08
Mansfield Coal & Coke Co.,		Coal,	.....	4.67
Mutual Refining Co.,		Tank,	.....	.92
Milwaukee Refrigerator Transit Co.,		Tank,	274	2.06
Morrisdale Coal Co.,		Refrigerator,	91,065	683.01
Meriden Gas Light Co.,		Coal,	.....	211.06
Martin & Co., D. B.,		Tank,	906	35,174
Mather Horse & Stock Car Co.,		Stock,	.....	6.79
National Despatch Line,		Horse and stock,	.....	.32
National Car Line,		Box,	.....	6.003
New England Gas & Coke Co.,		Refrigerator,	775,827	4,178
Narragansett Brewing Co.,		Coal,	.....	25.07
New Haven Gas Light Co.,		Refrigerator,	82,039	5,818.70
National Transportation & Terminal Co.,		Tank,	1,531	66,981
New England Granite Works,		Tank,	2,472	.....
Oak Extract Co.,		Flat,	.....	11.50
Oak Ridge Coal & Coke Co.,		Tank,	932	18.54
Pennsylvania Coal & Coke Co.,		Coal,	.....	1.74
Pittsburg-Buffalo Co.,		Coal,	.....	6.99
Pennsylvania Paraffine Works,		Coal,	.....	1,820
Pacific Fruit Express,		Coal,	.....	10.92
Peerless Transit Line,		Coal,	.....	146,500
Pennsylvania Gas & Coal Co.,		Tank,	5,225	1,445
Proctor & Gamble Co.,		Refrigerator,	125,847	8.67
Pure Oil Co.,		Tank,	3,831	39.19
Pittsburg Plate Glass Co.,		Coal,	.....	943.89
Pittsburg Coal Co.,		Tank,	.....	28.75
Philadelphia Quartz Co.,		Coal,	.....	1,603.80
Ruddy Refrigerator Line,		Box,	.....	44.78
		Tank,	.....	67.89
		Coal,	.....	22.04
		Refrigerator,	.....	3.69
			4,874	36.58
			1,810	13.58

Car Mileage—Continued.
AMOUNT PAID CAR LINES FROM JULY 1, 1910, TO JUNE 30, 1911.

Name of owner	Cars used	Description	Car miles and rate of compensation	
			¾c rate	6/10c rate Amount
Seneca Oil Works,		Tank,	442	3.32
Spencer, Kellogg Co.,		Tank,	2,658	19.96
St. Louis Independent Packing Co.,		Refrigerator,	67,553	506.66
Stephenson Co.,		Box,	.....	3.32
St. Louis Refrigerator Car Co. (A. B. Series),		Refrigerator,	83,242	624.34
Santa Fé Refrigerator Despatch Co.,		Refrigerator,	132,746	995.62
Shippers' Refrigerating Car Co.,		Refrigerator,	53,214	399.12
Street's Western Stable Car Lines,		Stock,	.....	50.10
Swift Refrigerator Line,		Ref., box, tank, and stock,	1,115,031	166,966
Speare's Tank Line,		Tank,	11,133	83.51
Sterling Coal Co.,		Coal,	.....	257.94
Stern & Sons, Joseph,		Stock,	.....	976
Schenk Stock Express,		Stock,	.....	2,016
Superior Oil Works,		Tank,	.....	12.11
Southern Refining Co.,		Tank,	2,168	16.28
Smethport Extract Co.,		Tank,	2,891	21.71
Solvay Process Co.,		Tank,	2,412	18.09
Shoemaker & Co., L. F.,		Tank,	1,707	12.82
Smith, Levi,		Coal,	.....	838
South Fork Mining Co.,		Tank,	364	5.04
Southern Cotton Oil Co.,		Coal,	.....	2.73
Southern Extract Co.,		Tank,	.....	5,316
Tanners & Dyers Extract Co.,		Tank,	364	2.73
Titusville Oil Works,		Tank,	2,163	16.22
Texas Co.,		Tank,	8,641	64.83
Union Refrigerator Transit Co., of Wisconsin,		Tank,	262	1.97
Union Tank Line,		Tank,	151,041	1,132.82
Union Petroleum Co.,		Refrigerator,	188,901	1,416.78
United Refining Co.,		Tank,	1,210,948	9,082.14
United Coal Co.,		Tank,	684	5.14
Valvoline Oil Works,		Tank,	605	4.55
Venice Transportation Co.,		Coal,	.....	957
		Tank,	.....	5.74
		Flat,	17,364	130.25
			790
				4.74

Car Mileage—Concluded.

AMOUNT PAID CAR LINES FROM JULY 1, 1910, TO JUNE 30, 1911.

Name of owner	Description	3/4c rate	Car miles and rate of compensation 6/10c rate	Amount
Cars used				
Victor Cotton Oil Co.,	Tank,	452	.....	3.39
Webster Coal & Coke Co.,	Coal,	.....	26,986	161.92
Western Heater Despatch Co.,	Refrigerator,	24,241	.....	181.81
Western Live Stock Express,	Stock,	.....	116,994	701.98
Westmoreland Coal Co.,	Coal,	.....	604,319	3,625.90
Wood Products Co.,	Tank,	1,175	.....	8.82
Waverly Oil Works,	Tank,	27,335	.....	205.03
Wilburine Oil Works,	Tank,	1,827	.....	13.71
Wason Mfg. Co.,	Flat,	.....	2,389	14.33
White City Refrigerator Express,	Refrigerator,	4,365	.....	32.75
Western Refrigerator Despatch,	Refrigerator,	971	.....	7.29
Warren Refining Co.,	Tank,	448	.....	3.36
Westinghouse Machine Co.,	Flat,	.....	1,173	7.04
Westinghouse Electric & Mfg. Co.,	Flat,	.....	672	4.03
Walsh, J. R.,	Tank,	248	.....	1.86
		9,670,317	2,491,126	\$87,478.02

The total miles will not figure exactly the total amount on account of fractions of cents.

Taxes and Assessments.

FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.

State or Territory.	AD VALOREM TAX.		SPECIFIC TAX.	On property owned, not used in operation, and miscellaneous.	Internal Revenue U. S. Government.	Total.
	On the value of real and personal property.	On the value of stocks or bonds; or on valuation based on earnings, dividends, or other results of operation.	On gross or net earnings, revenue, or dividends.			
New York,	\$433,432.28	.....	\$25,252.86	.....	.....	\$458,685.14
Massachusetts,	626,553.78	\$730,893.02	.....	.....	.....	1,357,256.80
Connecticut,	58,843.89	1,308,636.12	.....	\$11,076.94	.....	1,378,556.96
Rhode Island,	279,429.51	.....	.....	1,805.31	.....	281,234.82
New Hampshire,	263.42	.....	.....	.....	.....	263.42
U. S. Government, . . . .	.....	.....	.....	.....	\$102,366.01	102,366.01
Total,	\$1,398,327.88	\$2,039,534.15	\$25,252.86	12,882.25	\$102,366.01	\$3,578,363.15

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. Adjustments in the book value of securities owned, and reasons therefor; 10. All other important financial changes:

1. None.

2. The decrease of .81 miles in single track is accounted for as follows:

Waterbury, Conn., to Bristol, Conn., straightening line,	1.10	
Brookfield Junction, Conn., straightening line,	.30	
	<hr/>	1.40

Less:

Naugatuck Junction, Conn., "wye," . . . . .	.04	
Worcester, Mass., "wye," . . . . .	.44	
Woodlawn Junction to Grand Central Terminal (trackage rights) . . . . .	.11	.59 .81
	<hr/>	

The increase of 22.62 miles in second track is accounted for as follows:

Waterbury, Conn., to Bristol, Conn.,	4.98	
Naugatuck Junction, Conn., "wye," . . . . .	.02	
Auburn, R. I., to Henderson St., R. I., . . . . .	.03	
Worcester, Mass., "wye," . . . . .	.44	
Cohasset, Mass., to Greenbush, Mass.,	4.90	
Walpole, Mass., to So. Framingham, Mass.,	12.37	
	<hr/>	22.74

Less:

Woodlawn Junction, N. Y., to Grand Central Terminal (trackage rights),12	22.62
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The increase of .52 miles in third track is accounted for as follows:

Providence and Worcester R. R., at Worcester, Mass., . .	.72	
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Less:

Woodlawn Junction, N. Y., to Grand Central Terminal (trackage rights),20	.52
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The increase of .58 miles in fourth track is accounted for as follows:

Providence & Worcester R. R., at Worcester, Mass., . .	.72	
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Less:

Woodlawn Junction, N. Y., to Grand Central Terminal (trackage rights),14	.58
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The increase of 38.04 miles in yard track and sidings is accounted for as follows:

New sidings, including remeasurements, less side track removed,	11.11	
Woodlawn Junction, N. Y., to Grand Central Terminal (trackage rights),	26.93	38.04
		<hr/>
Net increase,		60.95

3. A double track "Y" at Naugatuck Junction, Conn., has been completed and put in service.

The construction of second track between Hawleyville, Conn., and Shelton, Conn., is progressing favorably.

The improvement of lines and grades and the elimination of grade crossings at Brookfield Junction, Conn., has been completed.

A new brick and concrete roundhouse, together with locomotive coaling plant, machine shop, etc., is being constructed at Cedar Hill, Conn.

Double track work between Waterbury, Conn., and Bristol, Conn., and construction of a tunnel have been completed.

Work at double tracking between East Providence and East Junction, and between Providence, R. I., and Fall River, Mass., is progressing satisfactorily.

Elimination of grade crossings at Worcester has been progressing and a new express building and steel viaduct have been completed and put in service.

Double tracking between Walpole, Mass., and South Framingham, Mass., and between Cohasset, Mass., and Greenbush, Mass., has been completed and put in service.

The elimination of grade crossings and construction of third and fourth tracks, Boston-Harrison Square to Atlantic and Savin Hill to Neponset is progressing satisfactorily.

Grade crossings have been eliminated as below:

State of New York,	1
" Connecticut,	36
" Rhode Island,	1
" Massachusetts,	17
	<hr/>
	55

Twelve new passenger stations and freight houses have been built and improved facilities at many points have been completed or are under way.

4. On March 15, 1911, the Chatham Railroad Company was leased for a period of 81 years and 2 months from January 1, 1911.

5. The following companies were merged with The New York, New Haven and Hartford Railroad Company during the year:

New Haven and Northampton Company, October 26, 1910.

Berkshire Railroad Company, October 26, 1910.

Rhode Island & Massachusetts Railroad Company (in Massachusetts), October 26, 1910.

Milford & Woonsocket Railroad Company, December 19, 1910.

Milford, Franklin & Providence Railroad Company, December 19, 1910.

6. The increase in capital stock is caused by the issue of 446,492 shares for "Receipts outstanding for installments paid," and of 122,712 shares exchanged for \$18,406,800.00, 3½% convertible debenture certificates, due January 1, 1956.

7. There was assumed during the year through merger:

New Haven & Northampton Co., northern extension 5% bonds, due April 1, 1911,	\$700,000.00
Refunding consolidated mortgage 4% gold bonds, due June 1, 1956,	2,400,000.00
Milford, Franklin & Providence R. R. Co., first mtge. 4% gold bonds, due January 1, 1959,	10,000.00
Milford & Woonsocket R. R. Co., first mtge. 4% gold bonds, due December 1, 1958,	60,000.00
	<hr/>
	\$3,170,000.00

The following funded debt of the company has been paid off or canceled during the year:

* Milford, Franklin & Providence R. R. Co., first mtge. 4% gold bonds, due 1959,	\$10,000.00
* Milford & Woonsocket R. R. Co., first mtge., 4% gold bonds, due 1958,	60,000.00
Woonsocket & Pascoag R. R., first mtge. 5% bonds, due 1910,	100,000.00
Farmington Street Ry. Co., 5% debentures, due 1924,	30,000.00
New Haven & Northampton Co., northern extension bonds, due 1911,	700,000.00
N. Y., N. H. & H. R. R. Co., four-year 5% debentures, due 1911,	1,339,000.00
N. Y., N. H. & H. R. R. Co., three-year 4½% debentures, due 1911,	2,000,000.00
† N. Y., N. H. & H. R. R. Co., 3½% convertible debenture certificates, due 1956,	18,406,800.00
‡ N. Y., N. H. & H. R. R. Co., three-year 5% debentures, due 1910,	10,000.00
Real estate mortgage, Mary H. Bartlett, due 1911,	11,500.00
	<hr/>
	\$22,667,300.00

Transferred to matured funded debt unpaid, The N. Y., N. H. & H. R. R., four-year 5% debentures, due January 9, 1911,	11,000.00
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	\$22,678,300.00

* Canceled at time of merger.

† Converted into stock at \$150.

‡ Included in matured funded debt unpaid in 1910.

8. The following securities of other companies have been acquired during the year:

Bonds.	Par Value.	Book Value.
Berkshire Street Ry. Co., debentures,	\$200,000.00	\$200,000.00
Central New England (D. C. R. R.), 1st mtge. gold bonds,	63,000.00	66,110.00
Central New England, 1st mtge. 50-year gold bonds,	11,927,000.00	9,430,218.93
Conn. Ry. & Lighting Co., 1st and refunding mortgage bonds, scrip,	300.00	300.00
N. Y., Westchester & Boston Ry. Co., 1st mtge. bonds,	1,200,000.00	1,200,000.00
The Vermont Co., temporary bond,	846,000.00	846,500.00

Stocks.		
Berkshire Street Ry. Co.,	18,600.00	29,119.40
Boston & Providence R. R. Corp.,	32,300.00	95,714.88
Boston R. R. Holding Co., pref.,	27,054,400.00	27,054,400.00
Central New England Ry. Co., com.,	254,927.96	77,455.44
Central New England Ry. Co., pref.,	226,798.32	116,015.51
Hartford & Conn. Western R. R. Co.,	1,666,600.00	1,161,422.25
Norwich & Worcester R. R. Co.,	24,300.00	53,155.64
Old Colony R. R. Co.,	933,500.00	1,728,936.89
Providence, Warren & Bristol R. R. Co., com.,	485,500.00	728,250.00
Providence, Warren & Bristol R. R. Co., pref.,	100.00	220.00
Providence & Worcester R. R. Co.,	204,500.00	577,407.48

The following securities of other companies have been disposed of during the year:

Bonds.	Par Value.	Book Value.
Boston R. R. Holding Co., debentures,	\$20,012,000.00	\$20,012,000.00
Central New England Ry. Co., income bonds,	7,036,833.89	5,303,337.37
Central New England Ry. Co., 1st mtge. bonds,	192,000.00	201,592.50
Central New England Ry. Co., 1st mtge. 50-year gold bonds,	11,927,000.00	9,430,218.93
Central New England Ry. Co. (P. & E.), 1st mtge. bonds,	500,000.00	500,000.00
Central New England Ry. Co. (N. D. & C.), income bonds,	1,164,500.00	405,992.50
Milford, Franklin & Providence R. R. Co., 1st mtge. gold bonds,	10,000.00	10,000.00
Milford & Woonsocket R. R. Co., 1st mtge. gold bonds,	60,000.00	60,000.00

Stocks		Par Value.	Book Value.
Albany & Hudson R. R. Co.,		2,785.92	2,785.92
Berkshire R. R. Co.,		856,100.00	1,526,094.65
Boston R. R. Holding Co., pref. stock, .		2,800,000.00	2,800,000.00
Milford, Franklin & Providence R. R. Co.,		100,000.00	49,716.47
Milford & Woonsocket R. R. Co., . . .		148,600.00	73,253.07
New Haven & Northampton Co., . . .		2,460,000.00	984,000.00
Pennsylvania R. R. Co.,		48,203.87	48,203.87
Rhode Island & Massachusetts R. R. Co. (in Massachusetts),		100,000.00	191,700.00
Trustees of the Park Square Real Estate Trust,		5,200,000.00	5,071,331.87
The United States Transportation Co., .		.....	89,949.81
			Increase in Book Value.
9. N. Y., Westchester & Boston Ry. Co.,			\$285,000.00
The Vermont Co., additional expense in connection with the acquisition of the stock,			4,658.77
The Consolidated Ry. Co., debenture scrip, set up to par in accordance with ruling of Interstate Commerce Commission,			35.00
			Decrease in Book Value.
Millbrook Co., reduced to par value,			\$9,500.00
N. Y., P. & B. R. R. Co., 1st mtge. bonds, reduced to par in accordance with ruling of Interstate Commerce Commission,			10,050.00
10. None.			

Comparative General Balance Sheet.

JUNE 30, 1910.		Assets.	JUNE 30, 1911.		INCREASE OR DE- CREASE.
Item,	Amount.		Item.	Amount.	
		Property investment:			
		I. Road and equipment—			
		Investment to June 30, 1907			
\$78,378,611.83		Road—page 264, . . .	\$78,378,611.83		
32,792,939.81	\$111,171,551.64	Equipment—page 264, . .	32,792,939.81	\$111,171,551.64	
		Investment since June 30, 1907			
35,523,265.71		Road—page 35, . . .	44,979,350.92		\$9,456,085.21
23,169,139.64		Equipment—page 263, . .	28,762,500.32		5,600,360.68
358,493.57	59,050,898.92	General Expenditures—			
		page 263, . . .	358,493.57	74,107,344.81	
	6,346,362.90	Floating Equipment, Street			
		Railways and other Prop-			
		erties, . . .		6,353,047.41	6,684.51
	\$176,568,813.46			\$191,631,943.86	15,063,130.40
	1,872,720.54	Reserve for Accrued De-			
		preciation—Cr., . . .		3,309,640.73	1,436,920.19
	\$174,696,092.92	Total,		\$188,322,303.13	\$13,626,210.21
		II. Securities—			
		Securities of Proprietary,			
		Affiliated, and Controlled			
		Companies—Unpledged—			
\$105,651,624.78		Stocks—page 269, . . .	\$107,674,716.85		\$2,023 092.07
					(r.
15,100,000.00		Funded Debt, . . .			15,100,000.00
25,394,996.35	\$146,146,621.13	Miscellaneous—page 270,	31,055,696.68	\$138,730,413.53	5,660,700.33
	\$146,146,621.13	Total,		\$138,730,413.53	\$7,416,207.60
		III. Other Investments—			
	\$1,161,671.82	Advances to proprietary,			
		affiliated, and controlled			
		companies for construc-			
		tion, equipment, and			
		betterments—page 279,		762,475.25	Cr. \$399,196.57
		Miscellaneous Investments:			
		Physical properties—page			
		254, . . .	\$8,004,353.62		8,004,353.62
	63,504,856.83	Securities—unpledged—	65,941,146.89	73,945,500.51	2,436,290.06
	\$64,666,528.65	Total,		\$74,707,975.76	\$10,041,447.11
		Working Assets:			
	\$18,099,040.97	Cash,		\$28,164,985.10	\$10,065,944.13
		Securities Issued or As-			
		sumed—Held in Treas-			
		ury—			
\$211,715.00		Funded debt—page 258,	\$201,700.00		Cr. 10,015.00
		Marketable Securities—			
57,665.92		Stocks—page 272, . . .	\$24,388,504.39		24,330,538.47
					Cr.
26,524,488.64		Funded debt—page 273,	17,444,476.27		9,080,012.37
					Cr.
2,983,050.94	29,565,205.50	Miscellaneous—page 271,	212,434.13	42,045,414.79	2,770,616.81
	10,797.96	Loans and bills receivable,		1,336,089.13	1,325,291.17
	2,248,770.27	Net balance due from			
		agents and conductors,		2,374,584.23	125,813.96
	4,206,251.21	Miscellaneous accounts			
		receivable, . . .		3,610,613.24	Cr. 595,637.97
	3,461,208.42	Materials and supplies, .		3,949,772.87	488,564.45
	382,266.67	Other working assets, . .		903,497.84	521,231.17
	\$58,185,266.00	Total,		\$82,586,657.20	\$24,401,401.20

Comparative General Balance Sheet—Continued.

JUNE 30, 1910.		ASSETS.	JUNE 30, 1911.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
.....	970,843.49	Accrued Income Not Due : Unmatured interest, Divi- dends, and rents receiv- able,	.....	\$935,660.25	Cr. \$35,183.24
\$1,218,315.61	.....	Deferred Debit Items : Advances—	.....	
.....	.....	Temporary advances to proprietary, affiliated, and controlled com- panies—page 279, . . .	868,688.16	.....	Cr. 349,627.45
134,426.82	.....	Working Funds, . . .	134,151.82	.....	Cr. 275.00
.....	\$1,352,742.43	Other advances, . . .	.....	1,002,839.98	.....
.....	87,991.66	Rents and insurance paid in advance, . . .	.....	58,141.44	Cr. 29,850.22
.....	671,349.48	Cash and securities in sinking and redemption funds—page 276, . . .	.....	539,658.96	Cr. 131,690.52
.....	1,978,526.97	Cash and securities in in- surance and other re- serve funds—page 279, . . .	.....	2,740,551.20	762,024.23
.....	2,008,424.20	Other deferred debit items, . . .	.....	2,493,974.06	485,549.86
.....	\$6,099,034.74	Total, . . . . .	.....	\$6,835,165.64	\$736,130.90
.....	\$450,764,376.93	Grand Total, . . . . .	.....	\$492,118,175.51	\$41,353,798.58

Comparative General Balance Sheet—Continued.

JUNE 30, 1910.		LIABILITIES.	JUNE 30, 1911.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		Stock:			
		Capital stock—page 255,			
		{ Common stock, held by			
\$121,878,100.00		company, . . . \$248,500			
		{ Common stock, not held			
22,139,325.00	\$144,017,425.00	by company, \$178,550,000		\$178,798,500.00	\$56,920,400.00
		Receipts outstanding for			Cr.
	20,630,720.25	installments paid, . .			22,139,325.00
		Premiums realized on			
		capital stock—page 260,		32,393,789.00	11,763,068.75
		since July 1, 1909, . .			
	\$164,648,146.25	Total,		\$211,192,289.00	\$46,544,143.75
		Mortgage, Bonded, and			
		Secured Debt:			
		Funded debt—pages, 257-258			
\$58,661,000.00		{ Mortgage bonds, held by			
		company, . . . \$277,000			
		{ Mortgage bonds, not held	\$60,961,000.00		\$2,300,000.00
		by company, \$50,684,000			
*173,380,000.00		{ Plain bonds, debentures,			
		and notes, held by com-			Cr.
		pany, . . . \$1,464,700			21,786,800.00
11,500.00		{ Plain bonds, debentures,	151,593,200.00		
		and notes, not held by			Cr. 11,500.00
		company, \$150,128,500			
	232,052,500.00	Miscellaneous funded ob-			
		ligations, not held by			
		company,			
	474,803.98	Receipts outstanding for			
		funded debt,		\$212,554,200.00	
		Obligations for advances			
		received for construc-			
		tion, equipment, and		474,803.98	
		betterments—page 279, .			
	\$232,527,303.98	Total,		\$213,029,003.98	Cr.
		Working Liabilities:			\$19,498,300.00
	\$5,780,364.28	Loans and bills payable,		\$24,509,959.78	\$18,729,595.50
	1,387,085.06	Traffic and car-service bal-			
		ances due to other com-		2,048,441.49	661,356.43
	4,124,853.02	panies,			
		Audited vouchers and		4,119,298.74	Cr. 5,554.28
	86,000.00	wages unpaid,			
		Miscellaneous accounts			Cr. 86,000.00
	4,481,063.20	payable,			
		Matured interest, divi-			
		dends, and rents un-		5,301,737.24	820,674.04
	19,621.41	paid,			
		Matured mortgage,			
		bonded, and secured		20,612.68	991.27
	49,785.26	debt unpaid,		47,789.13	Cr. 1,996.13
		Other working liabilities,			
	\$15,928,772.23	Total,		\$36,047,839.06	\$20,119,066.83
	\$2,885,825.89	Accrued Liabilities not due:			
		Unmatured interest, divi-			
		dends, and rents paya-		\$3,157,192.57	\$271,366.68
		ble,			
	\$2,885,825.89	Total,		\$3,157,192.57	\$271,366.68

* \$11,000 transferred to matured funded debt unpaid.

Comparative General Balance Sheet—*Concluded.*

JUNE 30, 1910.		LIABILITIES.	JUNE 30, 1911.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
.....	\$8,356,330.82	Deferred Credit Items: Other deferred credit items, . . . . .	.....	\$2,104,916.74	Cr. \$6,251,414.08
.....	\$8,356,330.82	Total, . . . . .	.....	\$2,104,916.74	Cr. \$6,251,414.08
\$284,545.91		Appropriated Surplus: Reserves from income or surplus, Invested in sinking and redemption funds, . .	362,695.39		78,149.48
1,978,526.97		Invested in other reserve funds,	2,740,551.20		762,024.23
.....	\$2,263,072.88	Not specifically invested, . . . . .	.....	\$3,103,246.59	.....
.....	\$2,263,072.88	Total, . . . . .	.....	\$3,103,246.59	\$840,173.71
.....	\$9,958,672.41	Equipment and personal property leased, . . . . .	.....	\$9,203,672.41	Cr. 750,000.00
.....	14,196,253.47	Profit and Loss: Balance—page 266, . . . . .	.....	14,275,015.16	\$78,761.69
.....	\$450,764,376.93	Grand Total, . . . . .	.....	\$492,118,175.51	\$41,353,798.58

Contracts, Agreements, etc.

1. Express companies; 2. Mails; 3. Sleeping, parlor, or dining car companies; 4. Freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts:

No. 1. None.

No. 2. None.

No. 3. None.

No. 4. None.

No. 5. None.

No. 6. None.

No. 7. None.

No. 8. None.

No. 9. None except side track and other minor contracts.

Employees and Salaries.

Class.	No. on June 30.	Total No. of days worked.	Total yearly compensation.	Av. daily compensation.
General Officers,	34	10,537	\$303,010.76	\$28.76
Other Officers,	142	46,102	322,309.06	6.99
General Office Clerks,	1,559	492,618	1,205,606.42	2.45
Station Agents,	792	290,340	709,003.67	2.44
Other Station Men,	4,762	1,610,831	3,489,460.25	2.17
Enginemen,	1,261	429,501	1,812,532.25	4.22
Firemen,	1,265	432,803	1,075,562.00	2.49
Conductors,	1,163	407,939	1,579,935.50	3.87
Other Trainmen,	3,360	1,065,982	2,801,855.75	2.63
Machinists,	766	207,005	663,617.60	3.21
Carpenters,	1,329	417,784	1,133,547.60	2.71
Other Shopmen,	3,112	988,430	2,296,829.25	2.32
Section Foremen,	632	209,362	559,842.15	2.67
Other Trackmen,	5,035	1,525,981	2,396,629.35	1.57
Switch Tenders, Crossing Tenders, and Watchmen,	1,769	621,885	1,176,057.45	1.89
Telegraph Operators and Dispatchers,	372	135,367	358,370.62	2.65
Employees—acct. Floating Equipm't,	408	125,077	333,645.15	2.67
All other Employees and Laborers,	4,753	1,487,616	3,042,342.21	2.05
Total (including "General Officers"),	32,514	10,505,160	\$25,260,157.04	\$2.40
Less "General Officers,"	34	10,537	303,010.76	.....
Total (excluding "General Officers"),	32,480	10,494,623	\$24,957,146.28	\$2.38
Distribution of above:				
Maintenance of Way and Structures,	7,649	2,418,443	4,742,769.54	1.96
Maintenance of Equipment,	6,448	2,050,396	4,840,407.33	2.36
Traffic Expenses,	117	36,169	159,430.65	4.41
Transportation Expenses,	16,624	5,504,193	14,207,234.10	2.58
General Expenses,	1,168	352,612	1,076,000.39	3.05
Outside Operations,	508	143,347	234,315.03	1.63
Total (including "General Officers"),	32,514	10,505,160	\$25,260,157.04	\$2.40
Less "General Officers,"	34	10,537	303,010.76	.....
Total (excluding "General Officers"),	32,480	10,494,623	\$24,957,146.28	\$2.38
Total (including "General Officers,")—Entire Line,	32,514	10,505,160	\$25,260,157.04	\$2.40

Traffic and Mileage Statistics—Entire Line.

Item.	No. passengers, tonnage, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	83,193,164			
No. of passengers carried one mile,	1,534,301,064			
No. of passengers carried one mile per mile of road,	765,527			
Average distance carried, miles,	18.44			
Total passenger revenue,		26,212,670	51	
Average am't received from each passenger,			31	5.08
Average receipts per passenger per mile,			01	7.08
Total passenger service train revenue,		30,154,915	98	
Passenger service train revenue per mile of r'd,		15,045	56	
Passenger service train revenue per train mile,		1	86	5.23
Freight Traffic:				
No. of tons carried of freight earning revenue,	23,257,041			
No. of tons carried one mile,	2,181,557,124			
No. of tons carried 1 mile, per mile of road,	1,088,346			
Average distance haul of one ton, miles,	93.80			
Total freight revenue,		30,329,092	32	
Average am't received for each ton of freight,		1	30	4.08
Average receipts per ton per mile,			01	3.90
Freight revenue per mile of road,		15,130	72	8.90
Freight revenue per train mile,		4	02	7.17
Total traffic:				
Operating revenues,		62,153,434	80	
Operating revenues per mile of road,		30,456	17	
Operating revenues per train mile,		2	63	8.53
Operating expenses,		40,898,632	63	
Operating expenses per mile of road,		20,040	98	
Operating expenses per train mile,		1	73	6.22
Net operating revenue (or deficit),		21,254,802	17	
Net operating revenue (or deficit) per mile of road,		10,415	19	
Average number of passengers per car mile,	25.00			
Average No. of passengers per train mile,	95.00			
Average No. of passenger cars per train mile,	4.72			
Average No. of tons of freight per loaded car mile,	14.91			
Average No. of tons of freight per train mile,	289.67			
Average No. of freight cars per train mile,	28.41			
Average No. of loaded cars per train mile,	19.43			
Average No. of empty cars per train mile,	8.00			
Average mileage operated during year,	2,040.75			
Average mileage operated during year in passenger service,	2,004.24			
Average mileage operated during year in freight service,	2,004.47			

Traffic and Mileage Statistics—Entire Line—Concluded.

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE :		
Revenue Service—		
Freight locomotive-miles,	7,869,209	.....
Passenger locomotive-miles,	15,838,969	.....
Mixed locomotive-miles,	173,735	.....
Special locomotive-miles,	39,635	.....
Switching locomotive-miles,	5,068,739	.....
Total revenue locomotive mileage, . . . . .	.....	28,990,277
Nonrevenue service locomotive-miles, . . . . .	.....	1,494,875
CAR MILEAGE :		
Revenue Service—		
Freight car-miles, loaded,	146,309,289	.....
Empty,	60,288,187	.....
Caboose,	7,350,883	.....
Total freight car-miles, . . . . .	.....	213,948,359
Passenger car-miles,—		
Passenger,	49,521,648	.....
Sleeping, parlor, and observation,	10,515,610	.....
Other passenger-train cars,	16,276,843	.....
Total passenger car-miles, . . . . .	.....	76,314,101
Special car-miles,		
Freight—loaded,	105,785	.....
Empty,	3,307	.....
Caboose,	8,853	.....
Passenger,	176,123	.....
Sleeping, parlor, and observation,	94,495	.....
Total special car-miles, . . . . .	.....	388,563
Total revenue car mileage, . . . . .	.....	290,651,023
Nonrevenue service car-miles, . . . . .	.....	2,960,694
TRAIN MILEAGE :		
Revenue Service—		
Freight train-miles,	7,350,883	.....
Passenger train-miles,	15,986,627	.....
Mixed train-miles,	180,233	.....
Special train-miles,	38,312	.....
Total revenue train mileage, . . . . .	.....	23,556,055
Nonrevenue service train-miles, . . . . .	.....	1,347,989

Freight Traffic Movement.

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Whole tons.	Whole tons.	Per cent.
Products of Agriculture:				
Grain,	84,582	476,371	560,953	.0241
Flour,	13,396	261,912	275,308	.0118
Other Mill Products,	71,092	281,710	352,802	.0152
Hay,	30,903	279,697	310,600	.0134
Tobacco,	11,435	2,932	14,367	.0006
Cotton,	69,257	147,735	216,992	.0093
Fruit and Vegetables,	107,088	257,702	364,790	.0157
Other Products of Agriculture,	16,327	42,018	58,345	.0025
Total,	404,030	1,750,077	2,154,157	.0926
Products of Animals:				
Live Stock,	13,758	33,262	47,020	.0020
Dressed Meats,	6,504	157,945	164,449	.0071
Other Packing-House Products,	9,459	17,148	26,607	.0011
Poultry, Game, and Fish, . .	34,539	3,009	37,548	.0016
Wool,	40,734	56,960	97,694	.0042
Hides and Leather,	55,259	60,127	115,386	.0050
Other Products of Animals, . .	118,017	20,412	138,429	.0060
Total,	278,270	348,863	627,133	.0270
Products of Mines:				
Anthracite Coal,	349,150	2,032,549	2,381,699	.1024
Bituminous Coal,	1,697,494	1,576,119	3,273,613	.1407
Coke,	33,078	78,294	111,372	.0048
Ores,	15,997	25,615	41,612	.0018
Stone, Sand, and other like Articles,	828,333	153,753	982,136	.0422
Other Products of Mines, . . .	12,172	50,018	62,190	.0027
Total,	2,936,274	3,916,348	6,852,622	.2946
Products of Forests:				
Lumber,	224,893	820,875	1,045,768	.0450
Other Products of Forests, . .	89,077	57,415	146,492	.0063
Total,	313,970	878,290	1,192,260	.0513

Freight Traffic Movement—Concluded.

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Whole tons.	Whole tons.	Percent.
Manufactures:				
Petroleum and other Oils,	252,017	63,644	315,661	.0136
Sugar,	41,656	5,290	46,946	.0020
Naval Stores,	4,457	73	4,530	.0002
Iron, Pig and Bloom,	65,024	198,568	263,592	.0113
Iron and Steel Rails,	27,124	107,692	134,816	.0058
Other Castings and Machinery,	202,053	124,558	326,611	.0140
Bar and Sheet Metal,	236,485	288,442	524,927	.0226
Cement, Brick, and Lime,	523,010	484,140	1,007,150	.0433
Agricultural Implements,	5,124	9,024	14,148	.0006
Wagons, Carriages, Tools, etc.,	13,146	5,588	18,734	.0008
Wines, Liquors, and Beers,	70,427	58,751	129,178	.0056
Household Goods and Furniture,	19,720	8,881	28,101	.0012
Other Manufactures,	991,817	700,898	1,692,715	.0728
Total,	2,452,060	2,055,049	4,507,109	.1938
Merchandise,	3,058,003	1,057,092	4,115,095	.1769
Miscellaneous—Other commodi- ties not mentioned above,	2,826,685	981,980	3,808,665	.1638
Total Tonnage,	12,269,342	10,987,699	23,257,041	100.00

Description of Equipment—Entire Line.

Item.	Number on June 30, 1910.	Number added during year.	Number retired during year.	Number on June 30, 1911.	No. fitted with train brake.	No. fitted with automatic coupler.
Locomotives—owned or leased:						
Electric,	44	3	.....	47	47	47
Passenger,	528	2	7	523	523	523
Freight,	451	.....	1	450	450	450
Switching,	197	10	.....	207	207	207
Total Locomotives in Service, .	1,220	15	8	1,227	1,227	1,227
Less Locomotives Leased, . .	154	.....	6	148	148	148
Total Locomotives owned, .	1,066	15	2	1,079	1,079	1,079
Cars Owned or Leased:						
In Passenger Service—						
First class cars,	1,467	8	35	1,440	1,440	1,440
Combination cars,	291	1	11	281	281	281
Dining cars,	19	.....	.....	19	19	19
Parlor cars,	159	28	.....	187	187	187
Sleeping cars,	49	21	5	65	65	65
Baggage, Express, and Postal cars,	323	13	7	329	329	329
Other cars in Passenger Service,	214	.....	7	207	207	207
Total,	2,522	71	65	2,528	2,528	2,528
In Freight Service—						
Box cars,	23,028	2,576	395	25,209	25,209	25,209
Flat cars,	2,565	.....	524	2,041	2,041	2,041
Stock cars,	1	.....	.....	1	1	1
Coal cars,	9,622	1498	180	10,940	10,940	10,940
Refrigerator cars,	500	.....	250	250	250	250
Total,	35,716	4,074	1,349	38,441	38,441	38,441
In Company's Service—						
Officers' and pay cars,	16	.....	.....	16	16	16
Gravel cars,	303	2	.....	305	300	305
Derrick cars,	50	2	2	50	37	50
Caboose cars,	340	18	16	342	338	342
Other road cars,	470	26	31	465	435	465
Total,	1,179	48	49	1,178	1,126	1,178
Total Cars in Service,	39,417	4,193	1,463	42,147	42,095	42,147
Less Cars Leased,	1,137	.....	225	912	912	912
Total Cars Owned,	38,280	4,193	1,238	41,235	41,183	41,235

EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT.

Locomotives—

Number added during the year, 6

Number fitted with train brake, . . . 6

Number on June 30, 1911, . . . 6

Number fitted with automatic coupler, 6

Total cars, none.

Mileage — Entire Line.

a. Mileage of road operated (all tracks):

Line in use.	LINE OWNED.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
Miles of single track,	233.72	1,003.70	758.09	44.48	2,039.99	.48	.....	1,995.51
Miles of second track,	233.96	216.61	827.45	39.29	806.31	22.74	.....	777.02
Miles of third track,	62.26	.11	33.44	12.44	103.25	.72	.....	95.81
Miles of fourth track,	61.87	.11	32.37	12.31	106.66	.72	.....	94.35
Miles of fifth track, . . . . .	.....	.....	8.90	.....	8.90	.....	.....	8.90
Miles of sixth track, . . . . .	.....	.....	8.90	.....	8.90	.....	.....	8.90
Miles of yard, track and sidings,	292.20	520.72	601.27	26.93	1,441.12	11.11	219.29	1,194.90
Total mileage operated (all tracks),	883.01	1,741.25	1,770.42	125.45	4,520.13	35.77	219.29	4,175.39

b. Mileage of line operated by States and Territories (single track):

State or Territory.	LINE OWNED.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	Steel rails.
	Main line.	Branches and spurs.					
New York,	14.06	28.76	11.17	25.44	79.43	.....	53.99
Connecticut,	169.71	642.55	53.16	.....	865.42	.04	865.42
Rhode Island,	44.00	89.03	62.41	.....	195.44	.....	195.44
Massachusetts,	5.95	243.36	631.35	19.04	899.70	.44	880.66
Total mileage operated (single track),	233.72	1,003.70	758.09	44.48	2,039.99	.48	1,995.51

c. Mileage of line owned by States and Territories (single track):

State or Territory.	LINE OWNED.		Total mileage owned.	New line constructed during year.	Steel rails.
	Main line.	Branches and spurs.			
New York,	14.06	*30.41	44.47	.....	44.47
Connecticut,	169.71	642.55	812.26	.04	812.26
Rhode Island,	44.00	89.03	133.03	.....	133.03
Massachusetts,	5.95	243.36	249.31	.44	249.31
Total mileage owned (single track),	233.72	1,005.35	1,239.07	.48	1,239.07

* Includes 1.65 miles Wicopee Jct. to Fishkill Landing. Owned by The N. Y., N. H. & H. R. R. Co., but operated by The Central New England Ry. Co.

Mileage — State of Connecticut.**a. Mileage of road operated (all tracks):**

Line in use.	LINE OWNED.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track,	169.71	642.55	53.16	865.42	.04	.....	865.42
Miles of second track,	169.74	127.27	.....	297.01	5.00	.....	297.01
Miles of third track,	47.91	.....	.....	47.91	.....	.....	47.91
Miles of fourth track,	47.85	.....	.....	47.85	.....	.....	47.85
Miles of yard track and sidings,	225.01	322.17	28.63	575.81	9.38	54.73	521.03
Total mileage operated (all tracks),	660.22	1,091.99	81.79	1,834.00	14.42	54.73	1,779.27

b. Mileage of line operated by States and Territories (single track):

See page 310.

c. Mileage of line owned by States and Territories (single track):

See page 310.

Renewals of Rails and Ties—Entire Line.**NEW RAILS LAID DURING YEAR.**

Kind.	Tons.	Weight per yard. Pounds.	Average price per ton at distributing point. Dollars.
Iron:			
None.			
Steel:	200.05	141	47.28
"	9,881.14	100	31.69
"	5,438.74	90	24.76
"	1.92	86	69.35
"	8,220.75	80	30.72
"	.35	79	30.25
"	65.73	78	29.90
"	4.57	74	30.25
"	324.89	68	24.75
Total, steel,	24,138.14	....	30.17

Renewals of Rails and Ties — Entire Line — *Continued.*

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point. Cents.
Creosoted Southern Pine,	88,466	132
No. 1 Oak and Chestnut, 7x9,	170,265	75
No. 1 " " 6x8,	1,034,739	55
No. 2 Oak and Chestnut,	279,675	35
Total,	1,573,145	58

Renewals of Rails and Ties—State of Connecticut.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per yard. Pounds.	Average price per ton at distributing point. Dollars.
Iron :			
None.			
Steel,	5,702.60	100	31.69
"	2,003.99	90	24.76
"	2,102.24	80	30.72
"	45.07	78	29.90
"	3.91	74	30.25
Total, steel,	9,857.81	....	.....

Renewals of Rails and Ties—State of Connecticut — *Continued.*

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point. Cents.
Creosoted Southern Pine,	69,611	132
No. 1 Oak and Chestnut, 7x9,	93,506	75
No. 1 " " 6x8,	341,321	55
No. 2 " "	124,759	35
Total,	629,197	....

Consumption of Fuel by Locomotives — Entire Line.

Locomotives.	COAL—TONS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous and coke.			
Revenue Service:					
Freight,	1,587.740	828,067.1890	829,655.630	7,869,209	210.86
Passenger, . . . . .	.....	646,026.950	646,026.950	15,838,969	81.59
Mixed, . . . . .	.....	8,815.1515	8,815.1515	173,735	101.48
Special, . . . . .	.....	881.1155	881.1155	39,635	44.48
Switching,	39,431.1895	199,824.1785	239,256.1680	5,068,729	94.40
Nonrevenue Service,	365.1135	79,535.665	79,900.1800	1,494,875	106.90
Total,	41,384. ¹⁷⁷⁰ / ₂₀₀₀	1,763,151. ¹⁹⁶⁰ / ₂₀₀₀	1,804,536. ¹⁷³⁰ / ₂₀₀₀	30,485,152	118.39
Average cost at distributing point,	\$3.79½	Bit. \$2.85 Coke 3.31	\$2.957	.....	.....

Accidents to Persons—State of Connecticut.

a. Accidents resulting from the movement of trains, locomotives or cars:

RAILWAY EMPLOYEES.

Kind of accident.	TRAIN-MEN.		SWITCH TENDERS, CROSSING TENDERS, AND WATCHMEN.		STATION-MEN.		SHOP-MEN.		TRACK-MEN.		TELEGRAPH EMPLOYEES.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or Uncoupling,	1	14	....	....	....	....	....	....	....	....	....	....	1	1	15	....
Collisions,	4	27	....	....	....	....	....	....	....	....	....	....	4	4	31	....
Deraillments, . . . .	....	6	....	....	....	....	....	....	....	....	....	....	1	....	7	....
Parting of Trains, . . . .	....	2	....	....	....	....	....	....	....	....	....	....	....	....	2	....
Falling from Trains, Locomotives, or Cars,	2	28	....	....	....	....	....	....	1	....	....	....	1	3	29	....
Jumping on or off Trains, Locomotives, or Cars,	2	9	....	....	....	....	....	....	2	....	....	....	1	2	12	....
Struck by Trains, Locomotives, or Cars,	5	8	1	....	....	....	....	....	4	6	1	....	2	1	13	15
Overh'd Obstructions,	2	11	....	....	....	....	....	....	....	....	....	....	2	2	13	....
Other Causes,	1	29	....	....	....	....	....	....	1	....	....	....	1	1	31	....
Total,	17	134	1	....	....	....	....	....	5	9	1	....	2	12	26	155
Average Number Employed during year, }	7,005		1,746		5,667		4,767		5,363		387		7,673		32,608	

Accidents to Persons—State of Connecticut—Continued.

Kind of accident.	PASSENGERS.		POSTAL CLERKS, EXPRESS MESSENGERS, PULLMAN EMPLOYEES, ETC.		OTHER PERSONS.					
					TRES-PASSING.		NOT TRES-PASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions,	69				1		2		1	2
Derailments,	3									
Falling from Trains, Locomotives, or Cars,	8					4				4
Jumping on or off Trains, Locomotives, or Cars,	15				4	11	1		5	11
Struck by Trains, Locomotives, or Cars—										
At Highway Crossings,					3		11	23	14	23
At Stations,	1	1				1				1
At other points along track,					66	17	1		66	18
Other Causes,	11		1		1	7			1	7
Total,	1	107		1	75	40	12	25	87	65

b. Accidents arising from causes other than those resulting from the movement of trains, locomotives or cars.

RAILWAY EMPLOYEES.

Kind of accident.	STATION MEN.		SHOPMEN.		TRACKMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Handling Traffic,		13						1		14
Handling Tools, Machinery, etc.,				28		5				33
Handling Supplies, etc.,				2		24				26
Getting on or off Locomotives or Cars at rest,				2						2
Other Causes,			1	68		11	2	45	3	124
Total,		13	1	100		40	2	46	3	199

Accidents to Persons—State of Connecticut—*Continued.*RAILWAY EMPLOYEES—*Continued.*

Kind of accident.	PASSENGERS.		OTHER PERSONS.	
	Killed.	Injured.	Killed.	Injured.
Handling Traffic,	1
Other Causes,	2	1	1
Total,	2	1	2

Summary.	TOTAL.	
	Killed.	Injured.
TABLE a:		
Railway Employees,	26	155
Passengers,	1	107
Postal Clerks, etc., . . . . .	....	1
Other Persons,	87	65
TABLE b:		
Railway Employees,	3	199
Passengers, . . . . .	....	2
Other Persons,	1	2
Grand Total,	118	531

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.							
From —	To —	Miles.	No. of curves.	Aggregate length of curved line. Miles.	Length of straight line. Miles.	Length of level line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.			
							No.	Sum of ascents. Feet.	Aggregate length of ascending grades. Miles.	No.	Sum of descents. Feet.	Aggregate length of descending grades. Miles.	
Shore Line Div.:													
Woodlawn Jct., N. Y.,	Stamford, Conn.	22.81	30	7.34	15.47	2.93	13	212.33	9.72	11	250.14	10.16	
Harlem River, N. Y.,	New Rochelle Jct., N. Y.	11.17	18	3.45	7.72	2.69	8	150.58	5.44	6	90.71	3.04	
Stamford, Conn.,	New Canaan, Conn.	7.92	18	3.45	4.47	.62	3	269.55	6.68	1	6.12	.62	
Stamford, Conn.,	New Haven, Conn.	37.12	39	12.66	24.46	3.49	24	305.00	17.45	21	336.00	16.18	
Bridgeport, Conn.,	West Div. Term., Conn.	1.71	5	.64	1.07	.20	2	34.00	1.20	1	11.00	.31	
Naugatuck Jct., Conn.,	" " " "	.18	1	.18	.....	.....	1	2.00	.18	.....	.....	.....
Danbury Yd. Limit, Conn.,	So. Norwalk, Conn.	22.99	61	8.81	14.18	4.29	8	150.00	3.10	11	510.00	15.60	
South Norwalk, Conn.,	Wilson's Point, Conn.	2.44	10	1.39	1.05	.24	2	18.00	.70	2	32.00	1.50	
Branchville, Conn.,	Ridgefield, Conn.	4.16	18	2.02	2.14	.54	1	332.00	3.62	.....	.....	.....
New Haven Term., W. E.,	New Haven Term. E. E.	3.26	10	1.43	1.83	.73	1	29.00	1.77	3	16.00	.76	
Cedar Hill Yd. Switch.,	" " " "	.43	.....	.....	.43	.....	.....	.....	.....	1	17.00	.43	
Cedar Hill Jct.,	" " " "	.56	1	.21	.35	.....	1	11.00	.34	1	7.00	.22	
New Haven Pass. Sta.,	West Div. Term. (A).	1.74	5	.58	1.16	.....	1	15.00	1.74	.....	.....	.....
New Haven Silver St.,	Point Switch on (A).	1.21	2	.76	.45	.....	1	10.00	1.21	.....	.....	.....
New Haven Term.,	Midway Yd. Limit.	51.15	59	18.29	32.86	11.13	26	458.00	19.44	25	442.00	20.58	
Groton, Conn.,	Midland Div. Limit.	.64	2	.49	.15	.....	.....	.....	.....	1	14.00	.64	
New Haven Term.,	Springfield, Mass.	55.96	39	19.28	36.68	11.36	30	440.00	25.70	26	292.00	18.90	
Middletown, Conn.,	Berlin, Conn.	9.70	13	4.10	5.60	3.54	8	47.00	2.04	13	83.00	4.12	
Windsor Locks,	Suffield, Conn.	4.27	5	.93	3.34	.60	5	99.00	2.75	2	17.00	.92	
Hartford (Mid. Div. Limit),	Fenwick, Conn.	44.31	90	14.51	29.86	18.61	26	303.00	12.02	25	335.00	13.74	
Meriden Branch,	Meriden, Conn.	1.23	6	.60	.63	.45	1	15.00	.30	1	26.00	.48	
Meriden, Conn.,	Westfield, Conn.	7.56	15	3.64	3.92	0.78	2	232.00	3.93	5	111.00	2.85	
Midland Div.	Middletown, Conn.	.66	1	.27	.39	.26	.....	.....	.....	.....	.....	.....
Berlin Branch,	Berlin, Conn.	.39	1	.21	.18	.....	.....	.....	.....	1	15.00	.40	
New Haven Term.,	Shelburne Jct.,	94.12	159	24.16	69.96	29.96	57	1,030.00	37.74	49	802.00	26.42	
Farmington, Conn.,	New Hartford, Conn.	15.19	46	8.41	6.78	3.00	13	252.00	9.73	6	67.00	2.46	

Characteristics of Road — Continued.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.						
From —	To —	Miles.	No. of curves.	Aggregate length of curved line. Miles.	Length of straight line. Miles.	Length of level line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
							No.	Sum of ascents. Feet.	Aggregate length of ascending grades. Miles.	No.	Sum of descents. Feet.	Aggregate length of descending grades. Miles.
Shore Line Div.:—Cont. Westfield, Mass., Northampton, Mass., So. Deerfield, Mass.,	Total,	10.59	15	2.05	8.54	3.41	5	190.00	3.63	2	225.00	3.55
		7.70	25	3.39	4.31	.56	3	368.00	7.14	..	.....	.....
		9.99	16	2.14	7.85	4.46	8	81.00	2.81	5	116.00	2.72
		431.22	710	145.39	285.83	103.85	251	5,049.46	180.51	220	3,824.97	146.86
Western Div.: Danbury Yd. Limit, Berkshire Jct., Meriden, W. Main St., Naugatuck Jct. Yd. Limit, Waterbury, New Haven Yd. Limit, Bridgeport Yd. Limit, Van Deusenville, Hawleyville, Hartford Yd. Limit, Berlin, Conn.,	Total,	.73	3	.66	.07	.....	.....	.....	.....	.....	.....	.....
		8.25	6	.77	2.48	.....	.....	.....	.....	.....	.....	.....
		15.40	57	7.29	8.11	.44	27	491.00	8.87	26	310.00	6.59
		55.85	226	27.61	28.24	7.55	58	922.00	86.84	42	234.00	11.46
		4.82	9	2.59	2.28	.43	5	219.00	3.84	4	18.00	.55
		117.02	303	54.83	62.19	23.83	81	1,790.00	54.60	58	806.00	88.59
		12.95	49	7.57	5.38	.....	.....	.....	.....	.....	.....	.....
		9.54	25	5.12	4.42	.....	.....	.....	.....	.....	.....	.....
		32.28	135	14.49	17.79	5.606	11	919.00	20.584	7	326.10	6.09
		95.90	170	38.77	57.13	13.83	22	1,866.68	40.19	18	1,673.68	41.88
		2.11	4	.43	1.68	.....	1	115.00	2.11	.....	.....	.....
		349.85	987	160.13	189.72	51.686	205	6,331.68	166.534	155	3,367.78	105.16
Prov. Div.: Boston Switch, Providence, " Valley Falls, Valley Falls,	Total,	29.29	11	8.85	25.94	5.32	10	227.30	14.24	9	251.00	9.78
		59.11	43	13.66	45.45	6.47	47	402.00	25.54	61	381.20	27.10
		43.40	91	17.09	26.31	9.96	21	519.00	28.48	5	67.00	4.96
		13.59	29	4.07	9.52	2.59	7	88.00	2.90	12	296.00	8.10

Characteristics of Road. — Continued.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.						
From—	To—	Miles.	No. of curves.	Aggregate length of curved line. Miles.	Length of straight line. Miles.	Length of level line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
							No.	Sum of ascents. Feet.	Aggregate length of ascending grades. Miles.	No.	Sum of descents. Feet.	Aggregate length of descending grades. Miles.
Prov. Div.:—Cont.												
Adamsdale Jct.,	Norwood Jct.	21.50	29	8.75	12.75	2.36	9	376.00	8.87	10	377.00	10.27
Valley Falls,	E. Providence.	7.00	15	2.45	4.55	.16	5	49.60	2.21	8	117.80	4.63
East Jct.,	India Point.	8.05	7	.95	7.10	1.95	2	5.0	.21	5	99.0	5.89
Providence,	East Providence,	1.88	3	.44	1.44	.16	2	9.5	.72	2	12.4	1.00
Attleboro,	Attleboro Jct.	8.60	7	1.00	7.60	1.92	10	121	3.82	9	73	2.86
India Point, Prov.,	Bristol, R. I.	14.02	19	4.74	9.28	3.87	8	95	5.59	9	98	4.56
Warren, R. I.	Fall River.	7.95	16	2.45	5.50	.53	6	103	3.94	6	126	3.48
Providence,	Douglas Jct.	27.73	74	13.31	14.42	6.04	23	689	18.01	11	126	3.68
Auburn,	Hope.	10.36	34	4.57	5.79	.62	41	279	6.18	26	142	3.56
Woonsocket,	Needham Jct.	24.77	25	5.99	18.78	6.30	10	333.6	8.51	10	335.2	9.96
"	Harrisville.	9.45	19	3.83	5.62	.21	8	247	6.21	10	93	3.03
Wye Conn. P. & W. and N. & W.,	Worcester,	.44	2	.24	.20	.02	1	2.35	.10	1	8.15	.32
Conn. B. & P. and P. & W.	E. Providence.	.30	1	.30	.....	.....	.....	.....	.....	1	11.0	.30
P. W. & B.,	Ashland.	19.78	53	8.25	11.53	4.89	14	338	7.04	14	437	7.85
Franklin,	Div. Line, Dike St.	1.35	4	.70	.65	.11	3	17	1.01	1	.5	.23
Providence,	Henderson St.	3.58	2	.85	2.73	1.97	.....	.....	.....	3	41	1.61
Auburn,	in Providence	.42	.....	.....	.42	.12	1	3	.17	1	7	.13
Branch of P. W. & B. R. R.,	Div. Limit, Nor. Br.	2.18	4	.55	1.63	.52	1	9	.45	2	15.7	1.21
Worcester,	Wickford Landing.	3.42	12	1.49	1.93	1.23	1	1.5	.09	3	82	2.10
Wickford Jct.												
	Total,	318.17	500	99.03	219.14	57.32	230	3,914.85	144.29	214	3,196.95	116.56

Characteristics of Road—Continued.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.				PROFILE.					
From—	To—	Miles.	No. of curves.	Aggregate length of curved line. Miles.	Length of straight line. Miles.	Length of level line. Miles.	No.	Sum of ascents. Feet.	Aggregate length of ascending grades. Miles.	No.	Sum of descents. Feet.	Aggregate length of descending grades. Miles.
Boston Division :— Cont.												
Neposet.	Mattapan.	3.30	11	.87	2.43	1.13	4	41.0	1.62	3	15.0	.55
Harrison Square,	Milton Jct.	2.39	9	1.03	1.36	.....	2	40.0	0.81	2	59.0	1.58
Atlantic.	Brantree.	5.41	12	2.00	3.41	.32	6	131.0	3.08	5	66.0	2.01
Brantree.	Coha-set.	12.11	21	4.00	8.11	1.27	11	114.95	4.07	12	170.41	6.77
Nantasket Jct.,	Pemberton.	6.95	26	3.05	3.90	4.42	5	10.00	.83	6	38.	1.70
Southampton St.,	South Bay Jct.	.43	1	.07	.86	.05	1	1.88	.08	1	3.58	.30
Mid. Div. Connections,	Readville.	1.40	5	.35	1.05	.....	2	52.0	1.40	.....	.....	.....
	Total,	84.31	165	27.19	57.12	18.17	67	1,085.99	37.88	64	697.01	28.26
Old Colony Division :												
South Brantree,	Newport.	56.16	58	14.65	41.51	9.62	47	510.	21.65	49	599.	24.89
Cohasset,	Kingston.	20.20	40	5.29	14.91	2.00	22	367.	8.95	22	350.	9.25
South Brantree,	Plymouth.	25.62	17	4.15	21.47	6.92	18	160.	7.60	23	235.	11.10
Brantree Highlands,	Somerset Jct.	36.31	29	9.02	27.29	4.11	24	350.	13.67	25	426.	18.53
Whitman,	Bridgewater.	6.12	6	.58	5.54	.64	6	69.	2.62	6	83.	2.86
Elmwood,	Westdale.	.75	1	.64	.11	.44	1	10.	.31	.....	.....	.....
North Abington,	Hanover.	7.80	17	2.78	5.02	.73	9	123.	2.41	11	192.	4.66
Matfield,	Easton.	7.56	9	3.06	4.50	1.53	8	103.	3.69	7	57.	2.34
Plymouth,	Middleboro.	15.03	19	3.59	11.44	1.73	9	288.	6.68	10	233.	6.62
Extension P. & M.	Middleboro.	.42	.....	.....	.42	.....	1	18.	.42	.....	.....	.....
Middleboro,	Provincetown.	85.66	85	26.03	59.63	16.68	68	1,113.	33.48	71	1,201.	35.50
Yarmouth,	Hyannis.	5.05	6	1.37	3.68	.45	4	36.	1.65	6	75.	2.95
Buzzards Bay,	Woods Hole.	17.54	15	6.14	11.40	1.19	15	247.	7.53	15	249.	8.82
Tremont,	Fairhaven.	15.17	8	2.60	12.57	2.94	7	159.	6.03	6	213.	6.20
Harwich,	Chatham.	7.07	15	1.98	5.09	.59	11	139.	3.62	8	119.	2.86

[Dec.,

Characteristics of Road—Continued.

[illegible]

Characteristics of Road—Entire Line—Concluded.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.
		Feet.	Feet.	Feet.
Bridges :				
Stone,	310	9,251	7	580
Iron,	1,177	95,884	10	1,543
Wooden,	268	9,838	10	384
Total,	1,755	114,473		
Trestles,	188	44,235	13.5	3,207
Tunnels,	7	10,915	176	5,078

OVERHEAD, HIGHWAY, AND OTHER CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings :			
Bridges,	642	14	4
Conduits,	7	14	3
Trestles,	49	14	4
Total,	698		
Overhead Railway Crossings :			
Bridges,	6	14	*
Conduits,	1	15	
Total,	7		
Tunnels,		14	8

Gauge of track, 4 feet 8½ inches; 1,995.51 miles.

* This includes only those "Overhead Railway Crossings" which form a part of the roadbed of foreign companies.

Characteristics of Road—State of Connecticut—*Concluded.*

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.
		Feet.	Feet.	Feet.
Bridges:				
Stone,	121	3,271.00	10	385
Iron,	561	52,354.00	10	1,543
Wooden,	141	5,246.00	10	384
Total,	823	60,871.00		
Trestles:	95	24,827.00	15	2,300
Tunnels:	6	5,837		3,580

OVERHEAD, HIGHWAY, AND OTHER CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings:			
Bridges,	241	14	4
Conduits,	3	14	3
Trestles,	10	14	4
Total,	254		
Overhead Railway Crossings:			
Conduits,	1	15	
Total,	1		
Tunnels,		14	8

Telegraph.**A. OWNED BY COMPANY MAKING THIS REPORT.**

None.

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
807.16	24,224.87	Western Union Telegraph Company.	Western Union Telegraph Company.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN. } ss.

We, the undersigned, H. M. Kochersperger, Vice-President, and J. M. Tomlinson, General Auditor, of The New York, New Haven and Hartford Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

H. M. KOCHERSPERGER,
Vice-President.

J. M. TOMLINSON,
General Auditor.

Subscribed and sworn to before me this 15th day of September, 1911.

ARTHUR W. BOWMAN,
Notary Public.

NORWICH & WORCESTER RAILROAD COMPANY.

History.

Exact name of common carrier making this report: Norwich and Worcester Railroad Company.

Date of organization: June 22, 1836.

Under laws of what government, state, or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof: Massachusetts and Connecticut.

Date and authority for each consolidation: None.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: None.

What carrier operates the road of this company? The New York, New Haven and Hartford Railroad Company.

Directors.

Name.	Post-office address.	Date of expiration of term.
EDWARD L. DAVIS,	Worcester, Mass.	January 10, 1912.
THOMAS B. EATON,	" "	" "
FRANCIS H. DEWEY,	" "	" "
A. GEORGE BULLOCK,	" "	" "
CHARLES P. COGSWELL,	Norwich, Conn.	" "
ALFRED D. FOSTER,	Milton, Mass.	" "

Principal Officers.

Title.	Name.	Official address.
President,	A. GEORGE BULLOCK,	Worcester, Mass.
Secretary,	MASSENA M. WHITTEMORE,	" "
Treasurer,	MASSENA M. WHITTEMORE,	" "

Officer to whom correspondence concerning this report should be addressed: M. M. Whittemore, Treasurer, Worcester, Mass.

Transportation Corporations Controlled by Respondent.

INACTIVE CORPORATIONS:

None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: January 11, 1911.

Date of last closing of stock books before end of year for which this report is made: June 17, 1911.

Total number of stockholders of record at this date: 1,005.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors?
No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1911? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1911? No.

Road Leased or Otherwise Assigned for Operation.

Name of every Railway Company the Income of which, from Lease or from other Assignment for Operation, is included in this Report.

Name.	TERMINI.		Miles of line (single track)	Name of lessee.
	From—	To—		
Norwich & Worcester,	Groton, Conn.	Worcester, Mass.	70.91	The N. Y., N. H. & H. R.
Connection between Providence and Worcester R. R. and Norwich & Worcester R. R. at		Worcester, Mass.	.13	
Total mileage, . . . . .	.....	.....	71.04	

Mileage of Line Owned — By States or Territories.

State or Territory.	Line owned (single track.)			New line constructed during year (single track).
	Main line.	Branches and spurs.	Total.	
Connecticut,	53.16	.....	53.16	.....
Massachusetts,	17.75	.13	17.88	.13
Total mileage owned,	70.91	.13	71.04	.13

Tracks Leased or Otherwise Assigned for Operation.

None.

Outside Operations and Other Properties.

Designation.	State or Territory.	Book Value.
Surplus Real Estate:	Webster, Mass., Oxford, Mass.,	\$2,800.00 307.08
Total, . . . . .	. . . . .	\$3,107.08

Road or Tracks Assigned to Another Carrier Through Lease or Other Agreement.

Name of operating company.	Miles of line.	LEASE OR AGREEMENT.			
		Date.	TERM.		Concise summary of provisions.
			From—	To—	
The N. Y., N. H. & H. R. R. Co., . . .	71.04	Feb. 9, 1869.	Feb. 1, 1869.	Feb. 1, 1869.	8% on Preferred Capital Stock, interest on bonds or debentures, taxes and all other expenses. Leased to Boston, Hartford & Erie R. R. Co., assumed by the New England R. R. Co., and then by the New York, New Haven & Hartford Railroad Company July 1, 1898.

Capital Stock.

Kind.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total. par value not held by respondent.	DIVIDENDS DECLARED DURING YEAR.	
						Rate.	Amount.
Common, . . .	66	\$100.00	\$6,600	\$6,600	\$6,600	.....	.....
Preferred, . . .	38,250	100.00	3,825,000	3,000,000	3,000,000	8%	\$240,000
Total, . . .	38,316	.....	\$3,831,600	\$3,006,600	\$3,006,600		\$240,000

Purpose of the issue.	Total number shares outstanding.	Total cash realized.	Remarks.
Issued for Cash :			
Common, . . .	66	\$6,600.00	*No dividends declared on this.
Issued for Construction:			
Preferred, . . .	28,711	3,169,892.00	
Issued for Purchase of Railway or Other Property :			
Nor. & New York Transport'n Co.,	1,289	225,575.00	
Total, . . .	30,066	\$3,402,067.00	

* To be converted into preferred stock whenever presented.

Funded Debt.

Designation of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.			
	Date of Issue.	Date of maturity.				Rate.	When payable.	Amount accrued during year.	Amount paid during year.
Debentures	1897 Mar. 1	1927 Mar. 1	\$2,000,000	\$1,200,000	\$1,200,000	4%	Sept. 1 Mar. 1	\$48,000.00	\$48,000.00
Total, . .	. .	. .	\$2,000,000	\$1,200,000	\$1,200,000	. .		\$48,000.00	\$48,000.00

A. GENERAL STATEMENT.

None.

B. STATEMENT OF AMOUNT.

None.

Recapitulation of Funded Debt.

Kind of bond or obligation.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.	
			Amount accrued during year, charged to income.	Amount paid during year.
Debentures, . . .	\$1,200,000.00	\$1,200,000.00	\$48,000.00	\$48,000.00

Purpose of the issue.	Total par value outstanding.	Total cash realized.
Issued for additions and betterments, . . .	\$920,000.00	\$979,621.00
Issued for acquisition of securities, . . .	280,000.00	297,332.00
Total,	\$1,200,000.00	\$1,276,953.00

Recapitulation of Capitalization.

Account.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways.	To other properties.	Miles.	Amount.
Capital stock,	\$3,006,600.00	\$3,003,493.00	\$3,107.00	71.04	\$42,322.00
Funded debt,	1,200,000.00	1,200,000.00	.....	71.04	16,892.00
Total,	\$4,206,600.00	\$4,203,493.00	\$3,107.00		\$59,214 00

Expenditures for Additions and Betterments during the Year.

Account	From cash or other work- ing assets	From special appropriation	Total
Real estate, . . . . .	.....	Cr. \$12,512.50	
Bridges, trestles, culverts, and viaduct,	\$90,364.42	.....
Elimination of grade crossings,	208,680.33	\$108,619.00	
<hr/>			
Total — entire line,	\$299,044.75	\$96,106.50	\$395,551.25

Road and Equipment — Investment Since June 30, 1907.

Account	Expenditures for additions and better- ments during the year.	Total expenditures July 1, 1907, to June 30, 1910.	Total expenditures July 1, 1907, to June 30, 1911.
ROAD:			
Real estate,	Cr. \$96,106.50	Cr. \$108,619.00
Grading eliminating grade crossings,	317,299.33
Bridges, trestles, culverts, and viaduct,	90,364.42
<hr/>			
Total,	\$3,887,710.01	\$4,282,861.26

RECAPITULATION:

Road,	Cr. \$108,619.00	\$3,887,710.01	\$4,282,861.26
Equipment, . . . . .	.....	630,620.32	630,620.32
<hr/>			
Total entire line,	Cr. \$108,619.00	\$4,518,330.33	\$4,913,481.58

Summary of Road and Equipment.

	Amount entire line.
INVESTMENT TO JUNE 30, 1907:	
Road,	\$3,983,816.51
Equipment,	*630,620.32
Investment since June 30, 1907,	299,044.75
<hr/>	
Total,	\$4,913,481.58
Cost per mile of line,	\$69,165.00

Income Account.

Gross income from lease of road,	\$290,515.59
Salaries and maintenance of organization,	3,203.23
<hr/>	
Net income from lease of road,	\$287,312.36

* Equipment leased to The New York, New Haven & Hartford Railroad Company as shown on page 333.

OTHER INCOME:

Interest on other securities, loans,
and accounts,

\$1,033.87

Total other income, 1,033.87

Gross corporate income, \$288,346.23

DEDUCTIONS FROM GROSS CORPORATE INCOME:

Interest accrued on funded debt, \$48,000.00

Total deductions from gross corporate income, 48,000.00

Net corporate income, \$240,346.23

DISPOSITION OF NET CORPORATE INCOME:

Dividends declared:

On preferred stock, 8 per cent. payable, 240,000.00

Balance for year carried forward to credit
of profit and loss, \$346.23

Profit and Loss Account.

DEBIT.	CREDIT.
	Balance June 30, 1910, \$1,111,039.29
Balance credit, June 30, 1911, carried to balance sheet, \$1,112,385.52	Balance for year brought forward from income account, 346.23
Total, . . . \$1,112,385.52	Total, . . \$1,112,385.52

Securities Owned — Stocks.

Other than Railway Companies — Active:

	Par value of securities owned.	Cost or book value.
The New England Navigation Company,	\$675,000.00	\$675,000.00
Total,	\$675,000.00	\$675,000.00*

* The interest is paid to the N. Y., N. H. & H. R. R. Co.

Obligations for Advances from other Companies.**Advances for Construction, Equipment, and Betterments:**

N. Y., N. H. and H. R. R. Co., \$299,044.75

Total, \$299,044.75

This is explained below, see "No. 3," \$407,663.75

Less, 108,619.00

\$299,044.75

Rents Receivable.**FROM LEASE OF ROAD.**

Road leased.	Location.	Name of lessee.	Amount.
Norwich & Worcester	Groton, Conn., to Worcester, Mass.	N. Y., N. H. & H. R. R. Co.	\$290,515.59
Total,	.....	.....	\$290,515.59

Miscellaneous Income.

Interest on deposits, \$1,033.87

Total, \$1,033.87

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. Adjustments in the book value of securities owned, and reasons therefor; 10. All other important financial changes:

No. 1: Viaduct at So. Worcester, Mass., connecting Norwich and Worcester with Providence & Worcester Railroad, .13 miles.

No. 3: Real estate in Worcester, Mass., sold, and the proceeds, \$12,512.50 turned over to the lessee and placed to fund entitled "N. Y., N. H. & H. R. R. Co. Improvement Fund." Total of fund, \$108,619.00, and on June 30, 1911, was turned over to N. Y., N. H. & H. R. R. Co. in part payment of improvements in Worcester, Mass., amounting to \$407,663.75.

Comparative General Balance Sheet.

JUNE 30, 1910.		ASSETS.	JUNE 30, 1911.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		Property Investment:			
		I. Road and Equipment—			
\$3,983,816.51		Investment to June 30, 1907,	\$3,983,816.51		
630,620.32		Road—page 330, . . .			
		Equipment—page 330, . . .	630,620.32		
		Leased to N. Y., N. H. & H. R. R., . . .			
		Investment since June 30, 1907, . . .			
Cr., 96,106.50		Road—page 330 . . .	299,044.75		\$395,151.25
	\$4,518,330.33	Total,		\$4,913,481.58	\$395,151.25
	\$96,106.50	III. Other Investments—			
		Advances to proprietary, affiliated, and controlled companies for construction, equipment, and betterments—page 330 . . .			Cr., 96,106.50
		Miscellaneous Investments—			
	3,107.08	Physical Property — page 327		3,107.08	
	\$99,213.58	Total,		\$3,107.08	Cr. 96,106.50
	\$89,780.38	Working Assets:			
		Cash,	\$89,910.61		\$130.23
	675,000.00	Marketable securities—			
	16,000.00	Funded debt — page 331	675,000.00		
		Miscellaneous accounts receivable,	16,000.00		
	\$780,780.38	Total,		\$780,910.61	\$130.23
	\$180.00	Deferred Debit Items:			
		Special deposits,		180.00	
	\$180.00	Total,		\$180.00	
	\$5,398,504.29	Grand Total,		\$5,697,679.27	\$299,174.98

Comparative General Balance Sheet.—Continued.

JUNE 30, 1910.		LIABILITIES.	JUNE 30, 1911.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
\$6,600.00		Stock:			
3,000,000.00		Capital stock—page 328			
		Common stock not held by company, . . .	\$6,600.00		
		Preferred stock not held by company, . . .	3,000,000.00		
.....	\$3,006,600.00	Total, . . . . .	.....	\$3,006,600.00	
		Mortgage, Bonded, and Secured Debt:			
.....	\$1,200,000.00	Funded debt—page 329			
.....		Debentures not held by company, . . .	.....	\$1,200,000.00	
.....		Obligations for advances received for construction, equipment, and betterments—page 332 . . .	.....	\$299,044.75	\$299,044.75
.....	\$1,200,000.00	Total, . . . . .	.....	\$2,499,044.75	\$299,044.75
\$180.00		Working Liabilities:			
63,685.00		Miscellaneous accounts payable, . . .	\$180.00		
		Matured interest, dividends, and rents unpaid, . . .	63,469.00		Cr. \$216.00
.....	\$63,865.00	Total, . . . . .	.....	\$63,469.00	Cr. \$216.00
.....	\$16,000.00	Accrued Liabilities Not Due:			
		Unmatured interest, dividends, and rents payable, . . .	.....	\$16,000.00	
.....	\$16,000.00	Total, . . . . .	.....	\$16,000.00	
.....	\$1,112,039.29	Profit and Loss:			
		Balance—page 331 . . .	.....	\$1,112,385.52	\$346.23
.....	\$5,398,504.29	Grand Total, . . .	.....	\$5,697,679.27	\$299,174.98

Contracts, Agreements, Etc.

1. Express companies; 2. Mails; 3. Sleeping, parlor, or dining car companies; 4. Freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts:

All contracts made by lessee.

Oath.

COMMONWEALTH OF MASSACHUSETTS, }
COUNTY OF WORCESTER. } ss.

We, the undersigned, A. G. Bullock, President, and M. M. Whittemore, Treasurer, of the Norwich and Worcester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

A. G. BULLOCK,
President.

M. M. WHITTEMORE,
Treasurer.

Subscribed and sworn to before me this 12th day of September, 1911.

D. W. CARTER,
Notary Public.

SOUTH MANCHESTER RAILROAD COMPANY.

History.

Exact name of common carrier making this report: South Manchester Railroad Company.

Date of organization: May session, 1866.

Under laws of what government, state, or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof: State of Connecticut.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same: None.

Date and authority for each consolidation: None.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: None.

Directors.

Name.	Post-Office Address.	Date of Expiration of Term.		
HARRY G. CHENEY,	South Manchester, Conn.,	Until successor is appointed.		
R. O. CHENEY,	" "	"	"	"
FRANK CHENEY, JR.,	" "	"	"	"
JAMES W. CHENEY,	" "	"	"	"

Principal Officers.

Title.	Name.	Official Address.
President,	HARRY G. CHENEY,	South Manchester, Conn.
Secretary,	RICHARD O. CHENEY,	" "
Treasurer,	CHAS. H. CHENEY,	" "
Atty. or Gen. Counsel,	OLIN R. WOOD,	Manchester, Conn.
General Manager,	RICHARD O. CHENEY,	South Manchester, Conn.
General Freight Agent,	A. L. GEER,	" "

Officer to whom correspondence concerning this report should be addressed: Richard O. Cheney, Secretary and General Manager, South Manchester, Conn.

Transportation Corporations Controlled by Respondent.

None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: August 3, 1909.

Total number of stockholders of record at that date: 6.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors?
No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1911? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1911? No.

Road Operated — Entire Line.

NAME OF EVERY RAILWAY COMPANY THE OPERATIONS OF WHICH ARE INCLUDED
IN THIS REPORT.

Name.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
South Manchester R. R. Co.,	South Manchester, Ct.	Manchester, Ct.	2.25	2.25

(1) Road Jointly Owned or (2) Road Jointly Leased.

None.

Road Operated — State of Connecticut.

Name.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
South Manchester R. R. Co.,	South Manchester, Ct.	Manchester, Ct.	2.25	2.25

(1) Road Jointly Owned or (2) Road Jointly Leased.

None.

Tracks Operated.

LIST OF TRACKS THE OPERATIONS OF WHICH ARE INCLUDED IN THIS REPORT.

Name of owner.	Location.	Character of business.	MILES OF TRACK.		
			Main track.	Yard track and sidings.	Total.
So. Manchester R. R.,	So. Manchester, Ct.,	Common carrier,	2.25	3.45	5.70

TRACKS OPERATED AT COST FOR JOINT BENEFIT — INCLUDED ABOVE.

None.

Are the tracks of the respondent operated primarily in the interest of any industrial, manufacturing, or other corporation, firm, or individual? If so, give the name and address of corporation, firm, or individual: Cheney Brothers, South Manchester, Conn.

Mileage of Line Owned — By States and Territories.

State or Territory.	LINE OWNED.		Total mileage owned.	RAILS.	
	Main track.	Yard track and sidings.		Iron.	Steel.
Connecticut, . . .	2.25	3.45	5.70	1.08	4.62

Road Leased or Otherwise Assigned for Operation.

NAME OF EVERY RAILWAY COMPANY THE INCOME OF WHICH, FROM LEASE OF FROM OTHER ASSIGNMENT FOR OPERATION, IS INCLUDED IN THIS REPORT.
None.

Mileage of Line Owned — By States and Territories.

None.

Tracks Leased or Otherwise Assigned for Operation.

LIST OF TRACKS THE INCOME OF WHICH, FROM LEASE OR FROM OTHER ASSIGNMENT FOR OPERATION, IS INCLUDED IN THIS REPORT.
None.

Mileage of Line Owned — By States and Territories.

None.

Outside Operations and Other Properties.**A. OUTSIDE OPERATIONS.**

None.

B. OTHER PROPERTIES.

None.

Road or Tracks Acquired by Respondent Through Lease or Other Agreement.

None.

Road or Tracks Assigned to Another Carrier Through Lease or Other Agreement.

None.

Capital Stock.

Description.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.
Common, . . .	400	\$100.00	\$40,000.00	\$40,000.00	\$40,000.00

Dividends declared during year: None.

Capital Stock — Continued.

Purpose of the issue.	Total number of shares outstanding.	Total cash realized.
Issued for Cash,	400	\$40,000.00

Funded Debt.

None.

Recapitulation of Funded Debt.

None.

Recapitulation of Capitalization.

Account.	Total par value outstanding.	Assignment to railways.
Capital Stock,	\$40,000.00	\$40,000.00

Premium on Securities.

None.

Discount on Securities.

None.

Security for Funded Debt.

None.

Receiver's Certificates.

None.

Expenditures for Additions and Betterments During the Year.

None.

Road and Equipment — Investment Since June 30, 1907.

Account.	Expenditures for additions and betterments during the y'r.	Total expenditures, July 1, 1907, to June 30, 1910.	Total expenditures, July 1, 1907, to June 30, 1911.
Equipment:			
Steam locomotives,	\$10,097.37	.....	\$10,097.37
Recapitulation.			
Road, . . . . .	.....	\$92,895.67	\$92,895.67
Equipment, . . . . .	.....	32,294.85	26,600.00
Total—Entire line, . . . . .	.....	\$125,190.52	\$119,495.67
Total—State of Conn., . . . . .	.....	125,190.52	119,495.67

Summary of Road and Equipment.

Account.	Amount State of Conn.
INVESTMENT TO JUNE 30, 1907:	
Road,	\$92,895.67
Equipment,	32,294.85
Investment since June 30, 1907, equipment,	10,097.37
Total,	\$135,287.89
Depreciation written off,	15,792.22
Net total,	\$119,495.67
Cost per mile of line,	53,109.00
REMARKS — \$15,792.22 written off from equipment on account of depreciation.	

Income Account.

OPERATING INCOME:

Rail Operations:

Operating revenues,	\$21,716.83	
Operating expenses,	24,099.16	
Net operating deficit,		\$2,382.33
Total net deficit,		\$2,382.33
Taxes accrued,		455.19
Operating loss,		\$2,837.52
Net corporate loss,		\$2,837.52
Balance for year carried forward to debit of profit and loss,		\$2,837.52

Profit and Loss Account.

Debit.		Credit.	
Balance for year brought forward from Income Account, Appropriations for additions and Betterments:		Balance June 30, 1910,	\$59,865.64
Expended during the year,	\$2,837.52		
Deductions for year,	24,554.35	Additions for year,	21,716.83
Balance Credit, June 30, 1911, carried to gen. bal. sheet,	10,954.70	Balance debit, June 30, 1911, carried to gen. bal. sheet,	
	43,235.90		
	\$81,582.47		\$81,582.47

Operating Revenues — State of Connecticut.

Account.

I. REVENUE FROM TRANSPORTATION:

Total revenues.

Freight revenue,	\$17,884.25
Passenger revenue,	3,710.68
Excess baggage revenue,	1.90
Express revenue,	120.00

Total passenger service train revenue,	\$3,832.58
--	------------

Total revenue from transportation,	\$21,716.83
--	-------------

Total operating revenues — state,	\$21,716.83
---	-------------

Total operating revenues — entire line,	\$21,716.83
---	-------------

Securities Owned — Stocks.

None.

Securities Owned — Funded Debt.

None.

Summary of Securities Owned.

None.

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission? None.

Sinking and Other Funds.

None.

Reserves.

None.

Advances to Proprietary, Affiliated, and Controlled Companies.

None.

Obligations for Advances From Other Companies.

None.

Property Abandoned, Chargeable to Operating Expenses.

None.

Operating Expenses — Entire Line and State.

Account.

I. MAINTENANCE OF WAY AND STRUCTURES:

	Amount.	Ratio to total of gen'l account. Per cent.	Ratio to total op- rat'g exps. Per cent.
Maintenance of roadway and track,	\$5,648.33	66.95	23.44
Maintenance of track structures,	28.73	.35	.12
Maintenance of buildings, docks and wharves,	2,557.68	30.31	10.61
Other maintenance of way and struc- tures expenses,	201.60	2.39	.84

Total — maintenance of way and structures,	\$8,436.34	100	35.01
---	------------	-----	-------

Account.	Amount.	Ratio to total of gen'l account. Per Cent.	Ratio to total ops. rat'g exps. Per cent.
II. MAINTENANCE OF EQUIPMENT:			
Locomotives — repairs,	\$595.17	80.89	2.47
Cars — repairs,	43.82	5.96	.18
Other maintenance of equipment expenses,	96.80	13.15	.40
Total — maintenance of equipment,	\$735.79	100	3.05
IV. TRANSPORTATION EXPENSES:			
Superintendence and dispatching trains,	\$1,500.00	11.88	6.23
Station service,	2,489.18	19.72	10.33
Other yard employees,	63.00	.50	.26
Road enginemen and motormen,	3,324.60	26.34	13.79
Fuel for road locomotives,	2,424.88	19.21	10.06
Other road locomotive supplies and expenses,	752.63	5.96	3.12
Road trainmen,	1,799.75	14.26	7.47
All other transportation expenses,	268.53	2.13	1.12
Total — transportation expenses,	\$12,622.57	100	52.38
V. GENERAL EXPENSES:			
Administration,	\$601.81	26.11	2.48
Insurance,	342.00	14.84	1.42
Other general expenses,	1,360.65	59.05	5.66
Total — general expenses,	\$2,304.46	100	9.56
RECAPITULATION OF EXPENSES:			
I. Maintenance of way and structures,	\$8,436.34		35.01
II. Maintenance of equipment,	735.79		3.05
IV. Transportation expenses,	12,622.57		52.38
V. General expenses,	2,304.46		9.56
Total operating expenses,	\$24,099.16		100

Ratio of operating expenses to operating revenues, .901125 per cent.

Summary of Revenues and Expenses of Outside Operations and Other Properties.

None.

Rents Receivable.

None.

Rents Payable.

None.

Hire of Equipment.

None.

Taxes and Assessments.

A. FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.

State or territory.	AD VALOREM TAX.		Total.
	On the value of real and personal property.	On the value of stocks or bonds; or on valuation based on earnings, dividends, or other results of operation.	
State of Connecticut,	\$299.19	\$160.00	\$455.19

B. FOR REPORTING COMPANY'S LEASED AND OPERATED LINES.

None.

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. Adjustments in the book value of securities owned, and reasons therefor; 10. All other important financial changes:

None.

Comparative General Balance Sheet.

JUNE 30, 1910.		ASSETS.	JUNE 30, 1911.		Increase.
Item.	Amount.		Item.	Amount.	
		Property Investment:			
		I. Road and Equipment—			
		Investment to June 30, 1907,			
.....	\$92,895.67	Road—	\$92,895.67	.....	.....
.....	32,294.85	Equipment— . . .	26,600.00	.....	.....
		Total,		\$119,495.67	\$5,694.83
		Working Assets:			
.....	\$3,804.98	Materials and supplies, .	\$3,413.13	391.85	
.....	881.65	Other working assets, .	881.65	.....	.....
		Total,		\$4,294.78	\$391.85
		Grand Total, . . .		\$123,790.45	\$391.85

Comparative General Balance Sheet—Continued.

JUNE 30, 1910.		LIABILITIES.	JUNE 30, 1911.		Increase.
Item.	Amount.		Item.	Amount.	
.....	\$40,000.00	Stock: Capital stock—	.....	\$40,000.00	.....
.....	\$40,000.00	Total, . . . .	.....	\$40,000.00	.....
.....	\$28,011.51	Working Liabilities: Loans and bills payable, .	.....	\$40,554.55	\$12,543.04
.....	\$28,011.51	Total, . . . .	.....	\$40,554.55	\$12,543.04
.....	\$2,000.00	Replacement fund, . .	.....		\$2,000.00
.....	\$59,865.64	Profit and Loss: Balance— . . . .	.....	\$43,235.90	\$16,629.74
.....	\$129,877.15	Grand Total, . . . .	.....	\$123,790.45	\$6,086.70

Contracts, Agreements, etc.

1. Express companies; 2. Mails; 3. Sleeping, parlor, or dining car companies; 4. Freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts:

None.

Employees and Salaries.

Class,	No. on June 30.	Total number of days worked.	Total yearly com- pensation.	Average daily com- pensation.
General officers,	2	.....	.....	.....
General office clerks,	1	100	\$600.00	\$6.00
Station agent,	1	313	1,500.00	4.79
Other station men,	3	939	2,191.00	2.333
Enginemen,	2	626	2,072.60	3.3108
Firemen,	2	626	1,252.00	2.00
Other trainmen,	2	626	1,799.75	2.843
Section foremen,	1	313	939.00	3.00
Other trackmen,	3	920	2,070.95	2.25
Switch tenders, crossing tenders, and watchmen,	2	678	1,186.50	1.75
Total including general officers,	19	5,141	\$13,611.80	2.6477
Less general officers,	2	.....	.....	.....
Total, excluding general officers,	17	5,141	\$13,611.80	2.6477
Distribution of above:				
Maintenance of way and struc- tures,	6	1,911	4,196.45	2.196
Transportation expenses,	10	3,130	8,815.35	2.816
General expenses,	1	100	600.00	6.00
Total, excluding general officers,	17	5,141	\$13,611.80	2.6477
Includ'g gen'l off'rs—entire line,	19	5,141	\$13,611.80	2.6477

Traffic and Mileage Statistics—State of Connecticut

Item.	Column for No. passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	87,581	.....	.....	.....
No. of passengers carried one mile,	197,057	.....	.....	.....
No. of pass'gers carried 1 mile per mile of r'd,	87,488	.....	.....	.....
Average distance carried, miles,	2.25	.....	.....	.....
Total passenger revenue (p. 341),	.....	3,710	68	.....
Average am't received from each passenger,	.....	.....	04	2369
Average receipts per passenger per mile,	.....	.....	01	88305
Total pass. service train revenue (p. 341),	.....	3,832	58	.....
Passenger service train rev. per mile of road,	.....	1,703	37	.....
Passenger service train rev. per train-mile,	.....	.....	35	0168
Freight Traffic :				
No. of tons carried of freight earning revenue,	72,078	.....	.....	.....
No. of tons carried one mile,	162,175	.....	.....	.....
No. of tons carried one mile per mile of road,	72,078	.....	.....	.....
Average distance haul of one ton, miles,	2.25	.....	.....	.....
Total freight revenue (p. 341),	.....	17,884	75	.....
Average am't received for each ton of freight,	.....	.....	24	813
Average receipts per ton per mile,	.....	.....	11	0281
Freight revenue per mile of road,	.....	7,948	80	.....
Freight revenue per train mile,	.....	5	65	974
Total Traffic :				
Operating revenues (p. 341),	.....	21,716	83	.....
Operating revenues per mile of road,	.....	9,651	92	.....
Operating revenues per train-mile,	.....	1	53	9655
Operating expenses (p. 342),	.....	24,099	16	.....
Operating expenses per mile of road,	.....	10,710	74	.....
Operating expenses per train-mile,	.....	1	70	856
Net operating (or deficit) p. 340,	.....	2,382	33	.....
Net operating rev. (or deficit) p. mile of road,	.....	1,058	82	.....
<hr/>				
Average No. of passengers per car-mile,	18.	.....	.....	.....
Average No. of passengers per train-mile,	18.	.....	.....	.....
Average No. of passenger cars per train-mile,	1.	.....	.....	.....
Average No. of tons of freight per loaded car-mile,	13.546	.....	.....	.....
Average No. of tons of freight per train-mile,	51.3213	.....	.....	.....
Average No. of freight cars per train-mile,	5.915	.....	.....	.....
Average No. of loaded cars per train-mile,	3.73	.....	.....	.....
Average No. of empty cars per train-mile,	2.21	.....	.....	.....
Average mileage operated during year,	2.25	.....	.....	.....

Traffic and Mileage Statistics—State of Connecticut—*Concluded.*

Classification.	Item.	Total.
LOCOMOTIVE MILEAGE :		
Revenue Service—		
Freight Locomotive-Miles,	8,160	.....
Passenger Locomotive-Miles,	10,945	.....
Total Revenue Locomotive Mileage, . . . . .	.....	14,105
CAR MILEAGE :		
Revenue Service—		
Freight Car-Miles—		
Loaded,	11,792	.....
Empty,	6,900	.....
Total Freight Car-Miles, . . . . .	.....	18,692
Passenger Car-Miles—		
Passenger,	10,945	.....
Total Passenger Car-Miles, . . . . .	.....	10,945
TRAIN MILEAGE :		
Revenue Service—		
Freight Train-Miles, . . . . .	.....	8,160
Passenger Train-Miles, . . . . .	.....	10,945
Total Revenue Train Mileage, . . . . .	.....	14,105

Traffic and Car Statistics—Entire Line.

CAR STATISTICS.

SWITCHING TRAFFIC—FREIGHT:

Number of cars handled not earning revenue—
empty, 2,760

TERMINAL OPERATIONS—FREIGHT:

Number of cars handled earning revenue, 4,719

TERMINAL OPERATIONS—PASSENGER:

Number of cars handled earning revenue, 5,612

SUMMARY:

Total number of cars handled earning revenue
— loaded, 10,331
Total number of cars handled not earning
revenue—empty, 2,760
Total number of cars handled, 13,091

REVENUE AND EXPENSE STATISTICS.

SWITCHING TRAFFIC AND TERMINAL OPERATIONS:

Revenue from revenue cars,	\$21,716.83
Average revenue per revenue car,	2.102104
Operating expenses,	\$24,099.16
Average expenses per car handled,	1.8409

Freight Traffic Movement — Entire Line.

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture:				
Grain,	391	391	391	.....
Other Mill products,	1,269	1,269	1,269	.....
Hay,	290	290	290	.....
Total,	1,950	1,950	1,950	2.57
Products of Mines:				
Anthracite Coal,	10,649	10,649	10,649	.....
Bituminous Coal,	25,633	25,633	25,633	.....
Stone, Sand, and other like articles,	5,170	5,170	5,170	.....
Total,	41,452	41,452	41,452	54.61
Products of Forests:				
Lumber,	9,770	9,770	9,770	.....
Total,	9,770	9,770	9,770	12.87
Manufactures:				
Other Castings and Machinery,	1,595	1,595	1,595	.....
Cement, Brick, and Lime,	6,789	6,789	6,789	.....
Other Manufactures,	3,831	10,522	14,353	.....
Total,	3,831	18,906	22,737	29.95
Total Tonnage	3,831	72,078	75,909	100.00

Intrastate Freight Traffic Movement — State of Connecticut.

Commodity.	Freight originating on this road. Delivered to other carriers.	Freight re- ceived from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Whole tons.	Whole tons.	Per cent.
Products of Agriculture :				
Grain,		391		
Other Mill products,		1,269		
Hay,		290		
Total,		1,950	1,950	2.57
Products of Mines :				
Anthracite Coal,		10,649		
Bituminous Coal,		25,633		
Stone, Sand, and other like articles,		5,170		
Total,		41,452	41,452	54.61
Products of Forest :				
Lumber,		9,770		
Total,		9,770	9,770	12.87
Manufactures :				
Other Castings and Machinery,		1,595		
Cement, Brick and Lime,		6,789		
Other Manufactures,	3,831	10,522		
Total,	3,831	18,906	22,737	29.95
Total Tonnage — State,	3,831	72,078	75,909	100.00

Description of Equipment — Entire Line.

Item.	Number on June 30, 1910.	Number on June 30, 1911.	Number fitted with train brake.	Number fitted with automatic coupler.
Total locomotives in service,	2	2	2	2
Total locomotives owned,	2	2	2	2
Combination cars,	4	4	4	4
Total cars owned,	4	4	4	4

EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT.

None.

Mileage — Entire Line.**(a) MILEAGE OF ROAD OPERATED (All Tracks).**

Line in use.	LINE OWNED.		Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track,	2.25	3.45	5.70	1.08	4.62
Total mileage operated (all tracks),	2.25	3.45	5.70	1.08	4.62

(b) MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (Single Track).

State or territory.	LINE OWNED.		Total mileage owned.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Connecticut,	2.25	3.45	5.70	1.08	4.62

Mileage — State of Connecticut.**(a) MILEAGE OF ROAD OPERATED (All Tracks).**

Line in use.	LINE OWNED.		Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track,	2.25	3.45	5.70	1.08	4.62
Total mileage operated (all tracks),	2.25	3.45	5.70	1.08	4.62

(b) MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (Single Track).

None.

Renewals of Rails and Ties.
NEW RAILS LAID DURING THE YEAR.

Kind.	Tons.	Weight per yard— pounds.	Average price per ton at distributing point—dollars.
Steel,	26	60	31.00
Total steel, . . .	26	60	31.00

NEW TIES LAID DURING THE YEAR.

Kind.	Number.	Average price at distributing point.
Chestnut,	2,281	50 cents.

Consumption of Fuel by Locomotives — State of Connecticut.

Locomotives.	Coal, tons, bituminous.	Hard wood, cords.	Total fuel con- sumed, tons.	Miles run.	Average pounds consumed per mile.
Revenue Service : . .	566	15	576	14,105	.82
Freight, }					
Passenger, }					
Total,	566	15	576	14,105	.82
Average Cost at Distrib- uting Point, . . .	\$4.30	.....	.....	\$4.30	.....

Accidents to Persons.

None.

Characteristics of Road.

Details cannot be given.

BRIDGES, TREESTLES, TUNNELS, ETC.

Item.	NUMBER.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges : Iron,	2	38	..	18	..	20	..

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Bridges,	1	19	10

GAUGE OF TRACK — 4 feet $8\frac{3}{4}$ inches; 2.25 miles.

Telegraph.

(a) OWNED BY COMPANY MAKING THIS REPORT.

None.

(b) OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
2.25	2.25	Cheney Brothers.	Cheney Brothers.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } SS.

We, the undersigned, Harry G. Cheney, President, and Richard O. Cheney, Secretary, of South Manchester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

H. G. CHENEY,

President.

RICHARD O. CHENEY,

Secretary.

Subscribed and sworn to before me this 18th day of September, 1911.

ROBERT RICHMOND,

[L. s.]

Notary Public.

STREET RAILWAYS,

THE BRISTOL AND PLAINVILLE TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1911.

Capital authorized by charter,	\$1,000,000.00	
Capital stock outstanding,	375,000.00	
Bonds outstanding,	415,000.00	
Total stock, bonds, and floating debt,	790,000.00	
Capital stock issued per mile of road owned,	29,123.95	
Bonds issued per mile of road owned,	32,230.50	
Cost of construction,	290,266.22	
Cost of equipment,	545,231.31	
Total cost of construction and equipment,	835,497.53	
Cost of construction and equipment per mile of road owned,	64,887.97	
Gross earnings from operation,	99,052.17	
Operating expenses,	64,744.05	
Net earnings,	34,308.12	
Income from other sources,	38,015.82	
Gross income from all sources,	72,323.94	
Per cent. of operating expenses to gross earnings, . . . . .		.6537
Gross earnings per mile operated,	7,692.77	
Operating expenses per mile operated,	5,028.27	
Net earnings per mile operated,	2,664.50	
Car earnings per car mile, . . . . .	.2546	
Miscellaneous earnings per car mile, . . . . .	.0029	
Gross earnings per car mile, . . . . .	.2575	
Operating expenses per car mile, . . . . .	.1684	
Net earnings per car mile, . . . . .	.0891	
Car earnings per car hour,	2.0454	
Miscellaneous earnings per car hour, . . . . .	.0237	
Gross earnings per car hour,	2.0691	
Operating expenses per car hour,	1.3520	
Net earnings per car hour, . . . . .	.7171	
Taxes paid state,	6,761.50	
Interest paid,	18,480.71	
Dividend paid,	30,000.00	
Total length of main track owned,		12.876
Total length of main track operated,		12.876
Total car mileage,		384,465
Total car hours,		47,869
Fare passengers carried,		2,011,350

Fare passengers per mile run (passenger), .	5.23
Fare passengers per car hour (passenger), .	42.01
Fare passengers per mile of main track operated,	156,209
Average fare revenue passengers, . . . .	.04854
Average fare all passengers (including transfer passengers), . . . . .	.04488
Average number of employees during year, .	80
Accidents: Injured,	4

Description of Lines.

From --	To --	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
Maple Street, Bristol,	Plainville.	5.324	.284	5.608
Pine Street, "	Lake Compounce.	2.012	.303	2.315
Riverside Avenue, "	Terryville.	4.567	.280	4.847
No. Main Street, "	Oakland St., Bristol.	.973	....	.973
		12.876	.867	13.743

Corporate Name and Address of Company.

The Bristol and Plainville Tramway Company.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

September 21, 1893.

Officers of the Company.

Name.	Title.	Official Address,
MILES LEWIS PECK,	President,	Bristol, Conn.
N. E. PIERCE,	Vice-President,	" "
M. L. TIFFANY,	Secretary,	" "
M. L. TIFFANY,	Treasurer,	" "
G. E. COCKINGS,	General Manager,	" "

Directors of the Company.

Name.	Residence.
MILES LEWIS PECK,	Bristol, Conn.
N. E. PIERCE,	" "
W. S. INGRAHAM,	" "
W. A. INGRAHAM,	" "
M. E. WELDON,	" "
C. T. TREADWAY,	" "
M. L. TIFFANY,	" "
J. H. WARD,	" "
E. M. PECK,	" "

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, last Saturday in October.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total Par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common,	\$1,000,000.00	3,750	\$100	\$375,000.00	8%	\$30,000.00

Total number of stockholders, 19.

Total number of stockholders in this state, 19.

Amount of stock held in this state, \$375,000.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mortgage,	Nov. 1, 1905	40	Nov. 1, 1945	\$600,000.00	\$415,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
4½ per cent.	May and November.	\$18,237.65

Per mile of single track owned exclusive of sidings and turnouts, 12.876 miles.

Capital stock outstanding, \$29,123.95

Funded debt outstanding, 32,230.50

Total, \$61,354.45

Construction and Equipment.

Account.	Total cost to June 30, 1910.	Additions during year.	Deductions during year.	Total to June 30, 1911.
Organization,	\$6,560.25			\$6,560.25
Engineering and superintend- ence,	16,327.69			16,327.69
Right of way,	8,270.70			8,270.70
Track and roadway construc- tion,	197,796.18			197,796.18
Electric line construction, . .	19,491.99			19,491.99
Real estate used in operation of road,	17,076.35			17,076.35
Buildings and fixtures used in operation of road,	24,743.06			24,743.06
 Total Construction,	 \$290,266.22			 \$290,266.22
*Power plant equipment, . . .	\$433,278.89	\$43,198.12		\$476,477.01
Shop tools and machinery, . .	1,418.64	20.00		1,438.64
Cars,	43,980.00			43,980.00
Electric equipment of cars, . .	23,200.16			23,200.16
Miscellaneous equipment, . .	135.50			135.50
 Total,	 \$502,013.19	 \$43,218.12		 \$545,231.31
 Grand total construction and equipment,	 \$792,279.41	 \$43,218.12		 \$835,497.53
 Cost of construction and equip- ment per mile of road owned exclusive of sidings and turn- outs (12.876),				 \$64,887.97

* Includes electric lighting and gas plants.

Income Account for Year ending June 30, 1911.

Gross earnings from operation,	\$99,052.17
Operating expenses,	64,744.05
Net earnings from operation,	\$34,308.12
Miscellaneous income:	
Electric lighting and gas departments,	38,015.82
Gross income less operating expenses,	\$72,323.94

Income Account for Year ending June 30, 1911—Continued.

Gross income less operating expenses forward,			\$72,323.94
Deductions from income:			
Taxes:			
On real and personal property, .	\$2,786.90		
On capital stock,	6,761.50		
On earnings,	484.88	\$10,033.28	
Interest:			
On funded debt,	\$18,237.65		
On floating debt,	243.06	18,480.71	28,513.99
Net income,			\$43,809.95
Deductions from net income:			
Two dividends, 4% on \$375,000.00 common stock,			30,000.00
Surplus for year,			\$13,809.95
Surplus at beginning of year,			45,201.55
Surplus at close of year,			\$59,011.50

Gross Earnings from Operation.

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Car earnings:	
Passengers,	\$97,650.57
Mail,	199.92
Express,	62.60
Total,	\$97,913.09
Miscellaneous earnings:	
Advertising,	\$580.56
Rent of land and buildings,	483.52
Bond premium,	75.00
Total,	\$1,139.08
Grand total,	\$99,052.17

Operating Expenses.

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Maintenance:	
Maintenance of track and roadway,	\$9,935.58
Maintenance of electric line,	611.70
Maintenance of buildings and fixtures,	593.18
Total,	\$11,140.46

Operating Expenses — *Continued.*

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Equipment:

Maintenance of cars, . . .	\$3,134.11
Maintenance of electric equipment of cars, . . .	1,405.07
Total,	\$4,539.18

Transportation:

Hired power,	\$9,616.61
Total,	\$9,616.61

Operation of cars:

Superintendence of trans- portation,	\$1,266.66
Wages of conductors, . . .	12,125.07
Wages of motormen, . . .	12,125.07
Wages of car house em- ployees,	2,779.76
Car service supplies, . . .	930.59
Miscellaneous car service ex- penses,	611.90
Cleaning and sanding track, .	663.33
Removal of snow and ice, .	39.22
Total,	\$30,541.60

General:

Salaries of general officers, .	\$2,199.60
Salaries of clerks,	1,527.07
Printing and stationery, . .	263.52
Advertising and attractions, .	1,588.85
Miscellaneous general ex- pense,	246.03
Damages,	1,390.18
Legal expenses in connection with damages,	741.15
Insurance,	949.80
Total,	\$8,906.20

Grand total, . . . \$64,744.05

Comparative General Balance Sheet.

Total, June 30, 1910.	Assets.	Total, June 30, 1911.	Increase, year ending June 30, 1911.	Decrease, year ending June 30, 1911.
\$792,279.41	Construction and equipment,	\$835,497.53	\$43,218.12	.....
	Current assets, as follows:			
3,145.34	Cash,	3,802.88	657.54	.....
8,782.00	Accounts receivable, . . .	9,106.55	324.55	.....
25,544.80	Material and supplies, . . .	15,851.25	.....	\$9,693.55
330.93	Prepaid accounts,	185.52	.....	145.41
\$830,082.48	Total,	\$864,443.73	\$44,200.21	\$9,838.96

Comparative General Balance Sheet—Continued.

Total, June 30, 1910.	Liabilities.	Total, June 30, 1911.	Increase, Year ending June 30, 1911.	Decrease, Year ending June 30, 1911.
\$375,000.00	Capital stock, common,	\$375,000.00	.....	.....
400,000.00	Funded debt,	400,000.00	\$15,000.00	.....
	Current liabilities, as follows:			
4,809.95	Accounts payable,	11,252.66	6,442.71	.....
2,070.98	Accrued pay roll,	1,067.07	.....	\$1,003.91
	Accrued liabilities as follows:			
3,000.00	Interest on funded debt accrued and not yet due,	3,112.50	112.50	.....
45,201.55	Surplus,	59,011.50	13,809.95	.....
\$830,082.48	Total,	\$864,443.73	\$35,365.16	\$1,003.91

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	384,465
Total car mileage,	384,465
Passenger car hours,	47,869
Total car hours,	47,869
Fare passengers carried,	2,011,350
Transfer passengers carried,	164,115
Total passengers carried,	2,175,465
Average fare, revenue passengers, . . . . .	.04854
Average fare, all passengers (including transfer passengers), . . . . .	.04488
Car earnings per car mile, . . . . .	.2546
Miscellaneous earnings per car mile, . . . . .	.0029
Gross earnings per car mile, . . . . .	.2575
Car earnings per car hour,	2.0454
Miscellaneous earnings per car hour, . . . . .	.0237
Gross earnings per car hour,	2.0691
Operating expenses per car mile, . . . . .	.1684
Operating expenses and taxes per car mile, . . . . .	.1945
Operating expenses per car hour,	1.352
Operating expenses and taxes per car hour,	1.562
Operating expenses per cent. of gross earnings, . . . . .	.6537
Operating expenses and taxes per cent. of gross earnings, . . . . .	.7549
Average number of employees, not including officials, during year,	80
Aggregate amount of wages paid employees,	\$67,667.80
Amount of salaries paid officials,	5,200.00

CROSSINGS, ETC.

	Number.
Steam railroad crossings under grade,	2

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

Commutation tickets, books of 52 rides sold for \$2.08, or 4c. fare.

School tickets, books of 40 rides sold for \$1.20, or 3c. fare.

Description of Road and Equipment.

TRACK.

	Owned.	Total operated.
Length of road (first main track),	12.876	12.876
Length of sidings and turnouts, . . . .	.867	.867
Total computed as single track,	13.743	13.743

RAILS.

Name of.	Weight per yard.	Steel (miles of.)	Total.
"T,"	56 and 60 lbs.	13.743	13.743
Total miles of,		13.743	13.743

PAVING.

	Miles.
Macadam,	4.41
Stone ballast,	1.84
Total miles,	6.25

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars equipped with full vestibule,	11	.....	11
Open passenger cars,	18	.....	18
Total passenger cars,	29	.....	29
Work cars, . . . . .	.....	1	1
Snow plows,	2	1	3
Total,	31	2	33

EMPLOYEES.

	Average Number of Hours on Duty per Day.	Wages per Day.
Conductors,	9½	\$2.10 to \$2.57
Motormen,	9½	2.10 to 2.57
Watchmen,	12	2.40
Roadmen,	10	1.75
Linemen,	10	2.75
Engineers,	10	2.75 to 3.00
Firemen,	10	2.40
Electricians,	10	2.50

List of All Accidents During the Year Ended June 30, 1911.

Cause and Nature of Injury.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.	TOTAL.
	Injured.	Injured.
Passengers,	1	1
Other persons,	3	3
Total,	4	4

Amount paid for injuries and damages caused by accidents:

Total paid by the company, \$1,390.18

Description of Accidents.

1910.

October 3. Broad St., Bristol. Chas. Andrews, drove in front of car; wagon broken, head cut slightly.

October 21. Terryville. Nellie Gasieniecka, jumped in front of car; face scratched.

October 28. Broad St., Bristol. Jacob Greenberg, tried to cross in front of moving car; rear wheels of wagon broken.

1911.

March 10. Riverside Ave., Bristol. ——— Pierson, horse frightened, ran into car; no apparent injury.

March 17. Terryville. ——— Deken, jumped from moving car; slightly bruised.

May 7. Terryville. Adolph Kruger, jumped from moving car; no apparent injury.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD. } SS.

Personally appeared before me, Miles Lewis Peck, President, and M. L. Tiffany, Treasurer, of The Bristol and Plainville Tramway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1911, according to the best of their knowledge and belief.

Signed,

MILES LEWIS PECK,

President.

MORRIS L. TIFFANY,

Treasurer.

Sworn and subscribed to before me this 14th day of September, A. D. 1911.

RAY K. LINSLEY,

Notary Public.

[L. S.]

CONNECTICUT RAILWAY AND LIGHTING COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1911.

Capital stock outstanding,	\$17,120,100.00	
Bonds outstanding,	13,406,000.00	
Total stock, bonds, and floating debt,	30,526,100.00	
*Capital stock issued per mile of road owned,	73,983.59	
*Bonds issued per mile of road owned,	57,933.31	
Total cost of construction and equipment,	30,678,800.15	
*Cost of construction and equipment per mile of road owned,	132,576.79	
Income from other sources,	1,244,103.54	
Gross income from all sources,	1,244,103.54	
Interest paid,	610,531.50	
aDividend paid,	684,804.00	
Total length of main track owned,		231.404
Total length of main track operated,		None

* Includes gas and electric departments.

a \$146,627.60 paid out of funds in hands of Colonial Trust Co., as provided for in agreement, dated Dec. 19, 1906. See Income Account.

Description of Lines.

FROM —	TO —	Length of road first main track.	Length of road second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
New Haven Division : The Connecticut Co. Jct.	Grassy Hill (Pole 0125)	.899	.899	1.798	.....	1.798
Bridgeport Division :						
Main St. and Fairfield Ave.	Seaside Park	1.000	0.957	1.957	0.010	1.967
Main and State Sts.	State St. and Fairfield Ave.	1.519	1.519	3.038	0.055	3.093
State and Broad Sts.	Broad St. and Fairfield Ave.	0.190	.....	0.190	0.119	0.309
State and Park Sts.	Seaside Park	0.861	0.782	1.643	0.018	1.661
State and Park Sts.	Mountain Grove Cem.	1.662	1.645	3.307	0.060	3.367
North and Brooklawn Aves.	Brooklawn Country Club	0.653	0.629	1.282	.....	1.282
Main St. and Fairfield Ave.	East Ave.—Norwalk Cemetery	13.273	3.477	16.750	0.808	17.558
Hotel Square	Cemeterly	0.900	.....	0.900	.....	0.900
Darrow's Corner	Compo Beach	3.318	.....	3.318	0.108	3.426
Saugatuck Junction	Saugatuck R. R. Station	0.233	.....	0.233	.....	0.233
Main St. and Fairfield Ave.	Savoy St.	2.097	2.055	4.152	0.035	4.187
Main and Congress Sts.	Oak St. and North Ave.	1.036	1.023	2.059	.....	2.059
Main and Congress Sts.	E. Wash. Ave. and Will-St.	0.374	0.374	0.748	.....	0.748
Main St. and E. Wash. Ave.	Millhill Avenue	3.473	3.473	6.946	0.129	7.075
Barnum Avenue	Beardsley Park	1.360	1.350	2.710	0.026	2.736
Main St. and North Ave.	Trumbull Road	0.855	0.839	1.694	.....	1.694
Main St. and Fairfield Ave.	Woodmont	14.539	12.038	26.577	0.492	27.069
Fairfield Ave. and Water St.	Main and Golden Hill Sts.	0.188	0.188	0.376	0.102	0.478
Stratford Avenue	Lakeview Cemetery	1.756	1.378	3.134	0.091	3.225
Stratford and Seaview Aves.	Steplechase Ferry.	0.729	0.709	1.438	0.012	1.450
Main and E Broad	S. End T. O. Shelton	9.244	5.424	14.668	0.342	15.010
Norwalk Division :						
Main and Wall Sts.	Noroton River	9.222	2.984	12.206	0.360	12.566
Wall St. and Belden Ave.	Broad River	1.249	.....	1.249	0.040	1.289
Main St. and R. R. Ave.	S. Main and Monroe Sts.	0.350	.....	0.350	0.199	0.549

Description of Lines — Continued.

FROM —	TO —	Length of road first main track.	Length of road second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
<i>Norwalk Division — Continued:</i>						
Roton Point Jct.	Roton Point	0.702	0.185	0.887	0.085	0.972
Main and Wall Sts.	Winnipauk	2.025	0.489	2.514	0.059	2.573
Main and Wall Sts.	End of line	0.846	0.820	1.666	0.026	1.692
Mill Hill	Main St. and Wash. Ave.	1.991	0.053	2.044	0.090	2.134
Dorlon's Point Jct.	Dorlon's Point	1.597	.....	1.597	0.059	1.656
<i>Waterbury Division:</i>						
Exchange Place	Beacon Falls	9.637	2.724	12.361	0.505	12.866
Bank and So. Main Sts.	Porter St.	0.960	.....	0.960	0.214	1.174
Exchange Place	City Line	3.225	0.707	3.932	0.218	4.150
Robbins St. Jct.	Watertown	5.451	0.436	5.887	0.262	6.149
W. Main and N. Willow Sts.	City Line	4.191	1.248	5.439	0.393	5.832
Exchange Place	Forest Park	1.750	0.398	2.148	0.219	2.367
Exchange Place	Mt. Carmel	15.451	7.237	22.688	0.353	23.041
E. Main and Coles Sts.	Pearl Lake Road	2.094	.....	2.094	0.149	2.243
Bank and James Sts.	Highland Ave.	0.971	.....	0.971	0.128	1.099
Bank and Grand Sts.	So. Main and Grand Sts.	0.107	.....	0.107	.....	0.107
<i>Derby Division:</i>						
Main and Elizabeth Sts.	South End Turnout	1.155	.....	1.155	0.096	1.251
Bridge St. and Howe Ave.	Riverside Park	0.879	.....	0.879	0.022	0.901
Bridge St. and Housatonic Ave.	Housatonic Park	1.068	.....	1.068	0.065	1.133
Main and Eliz. Sts. (Derby)	Main and Bridge Sts. Ansonia	1.839	.....	1.839	0.169	2.008
Clifton and Bridge Sts.	Scotland St.	1.197	.....	1.197	0.094	1.291
Main and Elizabeth Sts.	Beacon Falls	9.215	1.349	10.564	0.723	11.287
Seymour Junction	N Main and Fourth Sts.	0.350	.....	0.350	.....	0.350
E. Derby Junction	Grassy Hill (Pole 0125)	2.880	2.567	5.447	0.012	5.459

Description of Lines — Continued.

FROM —	TO —	Length of road first main track.	Length of road second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total comput- ed as single track.
New Britain Division :						
Central Park	Newington	4.633	2.712	7.345	0.259	7.604
Central Park	Berlin	4.463	0.524	4.987	0.270	5.257
Main and Chestnut Sts.	Elm and Chestnut Sts.	0.173	.....	0.173	0.086	0.209
Chestnut and Stanley Sts.	Fairview St.	0.275	.....	0.275	.....	0.275
Main and Arch Sts.	Scheutzen Park	0.812	.....	0.812	0.097	0.909
Main and Church Sts.	N. Stanley and Francis Sts.	1.975	.....	1.975	0.329	2.304
Main and East Main Sts.	Fairview Cemetery	0.842	.....	0.842	0.089	0.931
Main and West Main Sts.	Lazy Lane	8.335	1.620	9.955	0.142	10.097
		0.123	.....	0.123	0.025	0.148
Meriden Division :	Scott's Jct. (Cheshire)	4.100	.300	4.400	.048	4.448
Dickerman's Corner Milldale						
	Total,	166.292	65.112	231.404	8.242	239.646

Corporate Name and Address of Company.

Connecticut Railway and Lighting Co., New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized July 2, 1895. Incorporated as the Gas Supply Co. by act of General Assembly, approved July 2, 1895. Name changed to Connecticut Lighting and Power Co. by amendment approved March 2, 1899. Name again changed to Connecticut Railway and Lighting Co. by decree of Superior Court, New Haven County, January 10, 1901. Amendment to charter, General Assembly, January session, 1901, and approved April 30, 1901. Acquired by purchase of the following companies: Bridgeport Traction Co., Shelton Street Railway Co., Milford Street Railway Co., Westport and Saugatuck Street Railway Co., Derby Street Railway Co., Norwalk Tramway Co., Norwalk Street Railway Co., Norwalk and South Norwalk Electric Light Co., Norwalk Gas Light Co., Waterbury Traction Co., The Central Railway and Electric Co., Greenwich Gas and Electric Lighting Co., Naugatuck Electric Light Co., Southington and Plantsville Tramway Co., Cheshire Street Railway Co., Naugatuck Valley Electric Railway Co., Thomaston and Watertown Electric Railway Co. All leased to Consolidated Railway Co. on August 1, 1906, and since operated by them.

Officers of the Company.

Name.	Title.	Official Address.
A. M. YOUNG,	President,	30 Church St., New York.
R. A. C. SMITH,	Vice-President,	100 Broadway, "
WALTON CLARK,	Vice-President,	1401 Arch St., Phila., Pa.
W. F. DOUTHETT,	Secretary,	" "
LEWIS LILLIE,	Treasurer,	" "
JAMES BALL,	Asst. Treas.,	" "
I. W. MORRIS,	Asst. Treas.,	" "
W. H. MARSHALL,	Auditor,	" "
A. W. PAIGE,	Gen'l Counsel,	Bridgeport, Conn.

Directors of the Company.

Name.	Residence.
RANDAL MORGAN,	Philadelphia, Pa.
WALTON CLARK,	Philadelphia, Pa.
LEWIS LILLIE,	Philadelphia, Pa.
M. J. WARNER,	Branford, Conn.
A. M. YOUNG,	Branford, Conn.
W. T. HINCKS,	Bridgeport, Conn.
CHAS. G. SANFORD,	Bridgeport, Conn.
ALLAN W PAIGE,	Bridgeport, Conn.
H. G. RUNKLE,	Plainfield, N. J.
A. O. SHEPARDSON,	Waterbury, Conn.
R. A. C. SMITH,	New York, N. Y.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, fourth Wednesday in September.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	Dividends during year.	
					Rate.	Amount.
Preferred,	\$8,142,900.00	81,429	\$100.00	\$8,142,900.00	4%	\$325,716.00
Common,	8,977,200.00	89,772	100.00	8,977,200.00	4%	359,088.00
Total,	\$17,120,100.00	171,201	\$100.00	\$17,120,100.00	....	\$684,804.00

Total number of stockholders, 1,211.

Total number of stockholders in this state, 836.

Amount of stock held in this state, \$2,841,300.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
C. R. & L. Co., 1st refunding mortgage bonds,	1-1-1901	50	1-1-1951	\$15,000,000	\$12,491,000.00
Bridgeport Trac. Co., 1st mtg.,	1-1-1893	30	1-1-1923	2,000,000	706,000.00
*Derby St. Ry. Co., 1st mtg.,	4-2-1894	20	4-1-1914	150,000	*59,700.00
Conn. L. & Pr. Co., 1st mtg.,	1-1-1899	40	1-1-1939	1,000,000	209,000.00
Total, . . . . .	.....	.....	.....	\$18,150,000	\$13,465,700.00

INTEREST.

Rate.	When payable.	Accrued during year.
4½ per cent.	January and July 1st.	\$562,095.00
5 " "	January and July 1st.	35,300.00
6 " "	April and October 1st.	2,686.50
5 " "	January and July 1st.	10,450.00
Total, . . . . .	.....	\$610,531.50

Per mile of single track owned exclusive of sidings and turnouts, 231,404 miles.

† Capital stock outstanding, \$73,983.59

† Funded debt outstanding, 57,933.31

† Total, \$131,916.90

* These bonds were retired April 1, 1911.

† Includes gas and electric departments.

Construction and Equipment.

Account.	Total cost to June 30, 1910.	Additions during year.	Deductions during year.	Total cost to June 30, 1911.
Engineering and superintendence,	\$92,148.13			\$92,148.13
Right of way,	74,924.73			74,924.73
Track and roadway construction,	1,175,866.20			1,175,866.20
Electric line construction,	328,069.89			328,069.89
Real estate used in operation of road,	27,496.00			27,496.00
Buildings and fixtures used in operation of road,	425,699.13			425,699.13
Investment real estate,	37,908.95			37,908.95
Total construction,	\$2,162,113.03			\$2,162,113.03
Power plant equipment,	\$965,705.44			\$965,705.44
Shop tools and machinery,	5,229.88			5,229.88
Cars,	340,512.03			340,512.03
Electric equipment of cars,	230,612.37			230,612.37
Miscellaneous equipment,	34,581.16			34,581.16
Miscellaneous,	5,309.78			5,309.78
Total equipment,	\$1,581,950.66			\$1,581,950.66
*Capital stock, bonds and property purchased,	\$27,234,736.46		\$300,000	\$26,934,736.46
Grand total construction and equipment,	\$30,978,800.15		\$300,000	\$30,678,800.15

* Includes gas and electric departments.

Income Account for Year ending June 30, 1911.

Income:	
Rental,	\$1,243,750.00
One month (July, 1910), @ \$1,175,000 per year,	\$97,916.66
Eleven months (August, 1910, to June, 1911), both inclusive, @ \$1,250,000 per year,	1,145,833.34
Interest on bank deposits,	353.54
Gross income,	\$1,244,103.54
Deductions from gross income:	
General expense,	3,138.81
Net income,	\$1,240,964.73

Income Account for Year ending June 30, 1911—Continued.**Deductions from net income:**

Interest on funded debt,	\$610,531.50
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Connecticut Railway & Lighting		
1st and refunding 4½'s (Janu-		
ary and July), \$12,491,000	\$562,095.00	
Conn. Lighting & Power 1st 5's		
(January and July), \$209,000	10,450.00	
Bridgeport Traction 1st 5's (Jan-		
uary and July), \$706,000	35,300.00	
Derby Street Railway 1st 6's		
(October and April), \$59,700.00	2,686.50	

Sinking fund,	62,455.00
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One-half of one per cent. on \$12,491,000.00	
Connecticut Railway and Lighting 1st and	
refunding 4½'s.	

672,986.50

Net profits,	
------------------------	--

\$567,978.23

Dividends:

Preferred stock,	\$325,716.00
----------------------------	--------------

August 15, 1910, 1%,	\$27,143.00
Nov. 15, 1910, 1%,	81,429.00
Feb. 15, 1911, 1%,	81,429.00
Feb. 15, 1910, 1%,	81,429.00
May 15, 1911, 1%,	81,429.00
August 15, 1911, 1%,	54,286.00

Common stock,	212,460.40
-------------------------	------------

August 15, 1910, 1%,	\$29,924.00
Nov. 15, 1910, 1%,	89,772.00
Feb. 15, 1911, 1%,	89,772.00
May 15, 1911, 1%,	89,772.00
August 15, 1911, 1%,	59,848.00

\$359,088.00

Less amount paid out of fund in	
hands of the Colonial Trust Com-	
pany, Trustee, as provided for	
in agreement dated December	
19, 1906,	146,627.60

Net surplus,	29,801.83
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Total,	
------------------	--

\$567,978.23

Surplus for year,	\$29,801.83
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Surplus at beginning of year,	29,049.08
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Surplus at close of year,	\$58,850.91
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Comparative General Balance Sheet.

Item, June 30, 1910.	Total, June 30, 1910.	Accounts.	Item, June 30, 1911.	Total, June 30, 1911.	Increase, year ending June 30, 1911.	Decrease, year ending June 30, 1911.
.....	\$30,978,800.15	Construction and equipment, . . .	.....	\$30,678,800.15	.....	\$300,000.00
.....	752,961.67	Consolidated Ry. Company, liability on expiration of lease, . . .	.....	752,961.67	.....	.....
.....	.....	Amount due from Lessee on expiration of lease, being equivalent of Current assets delivered to lessee when put in possession, . . .	.....	.....	.....	.....
.....	411,181.98	Sinking fund accounts (Per Contra), . . .	.....	491,086.46	.....	.....
\$341,000.00	.....	Bonds in sinking fund \$419,000 Connecticut Railway and Lighting 1st and refunding 4½'s (January and July), . . .	\$419,000.00	.....	\$78,000.00	.....
62,509.48	.....	Cash in hands of trustee awaiting investment, . . .	62,658.96	.....	149.48	.....
7,672.50	.....	Accrued interest on bonds in sinking fund, 6 mos., at 4½% on \$419,000, . . .	9,427.50	.....	1,755.00	.....
.....	230,257.30	Dividend fund, . . .	.....	81,092.97	.....	149,164.33
.....	.....	Colonial Trust Company balance of fund deposited under agreement of December 19, 1906, . . .	.....	.....	.....	.....
.....	88,302.46	Rental accounts, . . .	.....	123,417.29	.....	.....
84,415.17	.....	Consolidated Railway Company balance of accrued rental, . . .	96,915.17	.....	12,500.00	.....
3,887.29	.....	Balance in hands of Colonial Trust Company under agreement of December 19, 1906, . . .	26,502.12	.....	22,614.83	.....
.....	29,924.00	Accrued amounts receivable from dividend fund, . . .	.....	23,939.20	.....	5,984.80
.....	.....	Amount of dividend fund applicable to Common stock dividends for months of May and June, 1911, . . .	.....	.....	.....	.....
.....	3,190.30	Current assets, . . .	.....	4,432.81	.....	.....
1,890.30	.....	Cash, . . .	3,122.81	.....	1,232.51	.....
1,300.00	.....	Accounts receivable, . . .	1,300.00	.....	.....	.....
.....	378.36	Treasury scrip Connecticut Ry. and Ltg. 1st and refunding 4½% bonds, . . .	.....	78.36	.....	300.00
.....	\$32,494,996.22	Total Assets, . . .	.....	\$32,155,798.91	\$116,251.82	\$455,449.13

Comparative General Balance Sheet. — *Continued.*

Item, June 30, 1910.	Total, June 30, 1910.	Accounts.	Item, June 30, 1911.	Total, June 30, 1911.	Increase, year ending June 30, 1911.	Decrease, year ending June 30, 1911.
	\$17,120,100.00	Capital stock, . .		\$17,120,100.00		
\$8,142,900.00		Preferred, . . .	\$8,142,900.00			
8,977,200.00		Common, . . .	8,977,200.00			
	13,468,078.36	Funded debt, . .		13,468,078.36		
12,491,000.00		Connecticut Rail- way and Lighting 1st and refunding 4½'s due January 1, 1951 (January and July), . . .	12,491,000.00			
378.36		Scrip, Connecticut Railway & Light- ing Company's 4½% bonds, . . .	78.36			\$300.00
209,000.00		Connecticut Light- ing and Power 1st 5's due January 1, 1939, (January and July), . . .	209,000.00			
706,000.00		Bridgeport Traction 1st 5's due July 1, 1923 (January and July), . . .	706,000.00			
59,700.00		Derby Street Rail- way 1st 6's due April 1, 1914, (April and Octo- ber), . . .				59,700.00
	411,181.98	Sinking fund ac- counts (Per Contra), . . .		491,086.46		
123,134.58		Sinking fund re- serve prior to An- gust 1, 1906, (date of lease), . .	123,134.58			
1,426.07		Net sinking fund accretions prior to Aug. 1, 1906, . .	1,426.07			
286,621.32		Consolidated Rail- Company contin- gent amount pay- able Jan. 1, 1951, as per lease, . . .	366,525.81		\$79,904.48	
	230,257.30	Dividend fund, . .		82,241.18		148,016.12
		Balance of fund paid in under agree- ment of Dec. 19, 1906, . . .				
	895.50	Accrued interest on funded debt, . .				895.50
		Three (3) months at 6% on Derby Street Railway 1st 6's, . . .				
	114,134.00	Accrued dividends, Two (2) months at 4% on \$3,142,900 preferred, . . .		114,134.00		
54,286.00		Two (2) months at 4% on \$8,977,200 common, . . .	54,286.00			
59,848.00		Accounts payable, The United Gas Im- provement Com- pany, . . .	59,848.00	60,508.00		
	500.00	The Colonial Trust Company, . . .	8.00		8.00	
500.00		The Consolidated Ry Company, . . .	500.00			
			60,000.00		60,000.00	

Comparative General Balance Sheet — *Concluded.*

Item, June 30, 1910.	Total, June 30, 1910.	Accounts.	Item, June 30, 1911.	Total, June 30, 1911.	Increase, year ending June 30, 1911.	Decrease, year ending June 30, 1911.
		(Amount to retire Derby Street Rail- way Company's 1st 6's and to pur- chase C. R. & L. Co.'s 4½'s First Mortgage Bonds).				
.....	\$1,122,800.00	Preferred stock ad- justments 1904, 1905, 1906, . . .	.....	\$322,800.00	.....
.....	29,049.08	Surplus, . . . .	.....	58,850.91	\$29,801.83	\$300,000.00
.....	\$32,494,996.22	Total liabilities, .	.....	\$32,155,798.91	\$169,714.31	\$508,911.62

Crossings, Etc.

	Number.
Steam railroad crossings at grade unprotected,	1
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	6
Steam railroad crossings at grade protected by signal or inter- locking devices,	1
Steam railroad crossings over grade,	23
Steam railroad crossings under grade,	6

Description of Road and Equipment.

TRACK.

	Owned
Length of road (first main track),	166.292
Length of second main track,	65.112
Total length of main track,	231.404
Length of sidings and turnouts,	8.242
Total computed as single track,	239.646

RAILS.

	Weight per yard.	Steel. (Miles of.)	Total.
"T,"	35-95	225.581	225.581
Girder Tram,	80-90	12.736	12.736
Girder Groove,	85-92	1.329	1.329
Total miles of,		239.646	239.646
Gauge of track, 4 feet 8½ inches.			

Description of Road and Equipment—Continued.

PAVING.

	Miles
Asphalt, sheet,	2.625
Asphalt, block,	0.296
Belgium block,	5.681
Bituminous macadam,	2.184
Macadam,	60.446
Cobble,	13.782
Concrete pavement,	0.094
Wood block,	2.751
Brick,	10.775
Total miles,	98.634

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	74	23	97
Closed passenger cars equipped with half vestibule,	81	19	100
Closed passenger cars not equipped with vestibule,	2	..	2
Open passenger cars,	194	7	201
Total passenger cars,	351	49	400
Express cars,	5	..	5
Work cars,	21	17	38
Snow plows,	5	24	29
Sweepers, . . . . .	..	1	1
Miscellaneous,	1	..	1
Total,	383	91	474

Oath.

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

Personally appeared before me, A. M. Young, President of the Connecticut Railway & Lighting Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1911, according to the best of his knowledge and belief.

Signed,

A. M. YOUNG,
President.

Sworn and subscribed to before me, this 15th day of September, A. D. 1911.

J. F. KELLY,
Notary Public, New York County, No. 26.

Oath.

STATE OF PENNSYLVANIA, }
COUNTY OF PHILADELPHIA, } ss.

Personally appeared before me, James Ball, Assistant Treasurer of the Connecticut Railway and Lighting Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1911, according to the best of his knowledge and belief.

Signed,

A. M. YOUNG,
President.
JAMES BALL,
Assistant Treasurer.

Sworn and subscribed to before me, this 14th day of September, A. D. 1911.

JAMES F. CONNER,
Notary Public.

THE CONNECTICUT COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1911.

Capital authorized by charter,	Not Fixed	
Capital stock outstanding,	\$40,000,000.00	
Total stock, bonds, and floating debt,	40,000,000.00	
Capital stock issued per mile of road owned,	86,433.60	
Total cost of construction and equipment,	41,831,241.14	
Cost of construction and equipment per mile of road owned,	90,390.62	
Gross earnings from operation,	7,615,065.44	
Operating expenses,	5,287,225.97	
Net earnings,	2,327,839.47	
Income from other sources,	148,415.12	
Gross income from all sources,	2,476,254.59	
Per cent. of operating expenses to gross earnings,		69.43
Gross earnings per mile operated,	10,081.04	
Operating expenses per mile operated,	6,999.38	
Net earnings per mile operated,	3,081.66	
Car earnings per car mile, . . . . .	.2677	
Miscellaneous earnings per car mile, . . . . .	.59	
Gross earnings per car mile, . . . . .	.2736	
Operating expenses per car mile, . . . . .	.1900	
Net earnings per car mile, . . . . .	.0836	
Car earnings per car hour,	2.48	
Miscellaneous earnings per car hour, . . . . .	.05	
Gross earnings per car hour,	2.53	
Operating expenses per car hour,	1.76	
Net earnings per car hour, . . . . .	.77	
Taxes paid state,	354,798.38	
Dividend paid,	1,000,000.00	
Total length of main track owned,		462.783
Total length of main track operated,		755.385
Total car mileage,		27,830,551
Total car hours,		3,010,553
Fare passengers carried,		144,524,444
Fare passengers per mile run (passenger),		5.330
Fare passengers per car hour (passenger),		49.558
Fare passengers per mile of main track operated,		191,325
Average fare revenue passengers,		4.927
Average fare all passengers (including transfer passengers),		4.123
Average number of employees during year,		4,568

Description of Lines.

From—	To—	Length of road (first main track.)	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts	Total comput- ed as single track.
N. Haven Division:						
Church and Chapel	Stony Creek	15.140	7.527	22.667	.466	23.133
East Haven	Mansfield's Grove	2.484	2.175	4.659	.045	4.704
Grannis Corner	Lighthouse	3.423	3.296	6.719	.160	6.879
Chapel Street	R. R. Crossing	.202	.198	.400	....	.400
R. R. Crossing	Grannis Corner	1.082	.....	1.082	.202	1.284
Viaduct & Chapel	S. End of "Y" and					
N. Line of Water	R. R. Station	.286	.284	.570	.060	.630
State Street	R. R. Crossing	.764	.747	1.511	.013	1.524
State and Chapel	Cemetery Wallingf'd	14.232	3.277	17.509	.460	17.969
Church and Elm	Schuetzen Park	2.941	1.917	4.858	.128	4.986
State and James	Chapel and Ferry	1.299	1.299	2.598	.095	2.693
Church and Chapel	Mt. Carmel	7.482	3.473	10.955	.161	11.116
Church and Chapel	C. R. & L. Junction	5.517	5.517	11.034	.450	11.484
Chapel and York	Westville	3.266	2.338	5.604	.033	5.637
Broadway	Blake's Corner	3.742	1.705	5.447	.067	5.514
Dixwell Ave.	Car Barn	.937	.405	1.342	....	1.342
Church and Elm	Whalley Ave.	3.379	1.834	5.213	.101	5.314
Chapel and College	Read Street	1.922	1.130	3.052	.016	3.068
Chapel and College	Derby Ave.	1.288	.053	1.341	.077	1.418
Church and Chapel	Savin Rock	4.697	4.697	9.394	.339	9.733
State Street	Meadow Street	.145	....	.145	....	.145
Church & Meadow	Campbell Av. & Elm	3.178	3.178	6.356	.055	6.411
Congress Ave.	George Street	1.180	.495	1.675	.053	1.728
Congress Ave.	Washington Ave. and					
	Boul.	.828	.161	.989	....	.989
Kimberly Ave.	City Point	.758	.399	1.157	....	1.157
Chapel Street	Congress Ave.	.289	.....	.289	.027	.316
College Street	Meadow Street	.196	.....	.196	.087	.283
S. End of "Y" at						
Chapel	N. Line of Water St.	.217	.217	.434	.020	.454
Conn. Co. Junction	Grassy Hill (P'le 0125)	.899	.899	1.798	....	1.798
Savin Rock	Woodmont	3.660	3.660	7.320	.106	7.426
Meriden Division:						
R. R. Crossing Mer-	East Meriden	2.718	.....	2.718	.212	2.930
iden						
East Main Street	Connection with Spur					
	of M. M. & W.	.993	.....	.993	.065	1.058
East Main Street	Ann Street	.609	.....	.609	.037	.646
R. R. Crossing Mer-						
iden	Lazy Lane	10.246	.337	10.583	.557	11.140
West Main Street	North Colony Street	1.362	.....	1.362	.072	1.434
West Main Street	R. R. Crossing Wal-					
	lingford	7.796	1.307	9.103	.547	9.650
Hanover Street	Archer's Corner	1.834	.138	1.972	....	1.972
Lazy Lane	Compsonce	3.367	.....	3.367	.168	3.535
West Main Street	Hanover Street	.116	.....	.116	....	.116
R. R. Crossing	Martin Ave.	.922	.....	.922	.037	.959
Dickerman's corner						
Milldale	Scott's Jct. (Cheshire)	4.100	.300	4.400	.048	4.448
Middletown Div.:						
Berlin Branch	Cromwell	1.921	.....	1.921	.124	2.045
R. R. Station (Mid-						
dletown)	Westfield	3.517	.....	3.517	.256	3.773
Westfield	Pratt Street, Meriden	6.849	.....	6.849	.294	7.143

Description of Lines — Continued.

From—	To—	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total comput- ed as single track.
Middlet'n Div.—Cont.:						
Post Office	Lakeview Park	3.110	.394	3.504	.603	4.107
Pleasant Street	Russell Street	1.154	.....	1.154	.....	1.154
Main Street	Asylum Street end	.798	.....	.798	.....	.798
Jct. Hartford line	Gildersleeve	2.702	.....	2.702	.159	2.861
Washington Square	Lawn Ave.	.539	.....	.539	.039	.578
Main and Rapallo	R. R. Connection	.248	.....	.248	.121	.369
Post Office	R. R. Sta. (Middle- town)	.496	.434	.930	.095	1.025
Main and Grand	Middlefield Center	5.163	.....	5.163	.093	5.256
Cromwell	Rocky Hill	4.295	.468	4.763	.....	4.763
N. London Division:						
Parade	Ocean Beach	4.047	1.930	5.977	.413	6.390
Parade	Cemetery	2.169	.....	2.169	.245	2.414
State Street	Broad Street	1.080	.....	1.080	.....	1.080
Blackhall Street	Bank Street	.190	.054	.244	.....	.244
Broad Street	Main Street	.436	.....	.436	.....	.436
State Street	Thames'le Car Barn	11.088	.543	11.581	.369	11.950
Franklin Square	Thames'le Car Barn	2.047	.074	2.121	.013	2.134
Thames Square	Bacchus Corner	1.341	.....	1.341	.....	1.341
Main Street	Laurel Hill School	.912	.....	.912	.....	.912
Franklin Square	Yantic	4.892	.....	4.892	.249	5.141
Franklin Square	R. R. Crossing, Wil- limantic	18.647	2.951	21.598	.523	22.121
Taft's Sta., Conn.	Central Village	15.947	3.149	19.096	.216	19.312
Boswell Ave.	Railroad Tracks	.200	.170	.370	.023	.393
R. R. Cross. Will'm's	South Coventry	6.828	.....	6.828	.284	7.112
Elmville	East Killingly	3.369	.....	3.369	.....	3.369
Central Village	Moosup	1.671	.....	1.671	.....	1.671
Central Village	West Thompson	19.539	.....	19.539	.517	20.056
Torrington Division:						
Torrington	Winsted	11.299	.....	11.299	.150	11.449
Highland Lake Jct	Highland Lake	1.136	.....	1.136	.091	1.227
Hartford Division:						
Main & Asylum	Rainbow Park	12.355	3.410	15.765	.446	16.211
Windsor Ave.	Keney Park	1.185	.014	1.199	.045	1.244
Windsor Ave.	Bloomfield	6.641	1.788	8.429	.089	8.518
Blue Hills Ave.	Bloomfield Ave.	1.295	.....	1.295	.....	1.295
Albany Ave.	Love Lane	1.036	.045	1.081	.129	1.210
Main & Morgan Sts.	Rockville	16.862	2.717	19.579	.876	20.455
Rockville Station	Stafford Springs	12.935	.....	12.935	.484	13.419
Love Lane	Manchester Green	3.625	.....	3.625	.060	3.685
Manchester Center	Manchester Station	1.263	.....	1.263	.032	1.295
Burnside Ave.	Burnside	.199	.....	.199	.....	.199
Burnside Ave	Burnside Station	.679	.631	1.310	.181	1.491
Burnside Ave.	East Windsor Hill	6.344	.731	7.075	.171	7.246
Morgan Street	South Glastonbury	8.023	.....	8.023	.411	8.434
Main & Asylum Sts.	Boulevard & Morgan	.592	.574	1.166	.098	1.264
State Street	Morgan Street	.262	.....	.262	.....	.262
Main & Asylum Sts.	Newington	5.762	5.700	11.462	.714	12.176
Newington Ave.	Elmwood	1.422	.....	1.422	.....	1.422
New Britain Ave.	Cedar Hill	1.073	.....	1.073	.....	1.073
Maple & Retreat	Rocky Hill	8.552	2.757	11.309	.024	11.333
Main Street	Quaker Lane	2.961	.669	3.630	.128	3.758
Park Street	New Britain Ave.	1.205	.....	1.205	.043	1.248

Description of Lines — Continued.

From—	To—	Length of road (first main track.)	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total comput- ed as single track.
Hartford Div.—Cont.:						
Capitol Ave.	New Britain Ave.	1.295	1.295	2.590	.088	2.678
Broad St.	Vernon & Retreat	.263	.036	.299	.....	.299
Main & Wethersfield	Wethersfield	4.185	1.937	6.122	.473	6.595
Park Street	End	2.465	.....	2.465	.044	2.509
Main Street	Masseek	.923	.043	.966	.108	1.074
Main & Asylum	Unionville	13.052	1.902	14.954	.535	15.489
Farmington Ave.	Charter Oak Park	2.343	2.062	4.405	.210	4.615
Farmington Ave.	Woodland Street	.881	.040	.921	.246	1.167
Farmington Ave.	Woodland Street	1.063	.....	1.063	.083	1.146
Asylum & Ford	Amer. Row & State	.570	.545	1.115	.196	1.311
Ford &	Laurel & Park	1.434	1.305	2.739	.030	2.769
Capitol Ave.	Park Street	.356	.036	.392	.....	.392
Burnside Station	Vernon	8.272	8.224	16.496	.322	16.818
Vernon	Rockville	4.440	.363	4.803	.817	5.620
Manchester Center	South Manchester	.762	.....	.762	.026	.788
Stamford Division:						
Atlantic Square	Woodside Street	.748	.032	.780	.040	.820
Atlantic Square	Shippan Point	2.794	1.175	3.969	.187	4.156
Elm Street	Springdale	3.267	.048	3.315	.103	3.418
Hope Street	End	.190	.....	.190	.....	.190
Elm Street	Noroton River	1.350	.030	1.380	.....	1.380
Shippan Ave.	Weed Avenue	1.118	.044	1.162	.....	1.162
Atlantic Square	Atlantic Street	1.110	.377	1.487	.120	1.607
Atlantic Street	Atlantic Street	.524	.306	.830	.120	.950
South Street	Adam's Corner	4.520	.....	4.520	.171	4.691
Atlantic Square	Mianus River	2.966	.070	3.036	.167	3.203
Bridgeport Division:						
Main St. & Fairfield Ave.	Seaside Park	1.000	.957	1.957	.010	1.967
Main & State Sts.	State & Fairfield Ave.	1.519	1.519	3.038	.055	3.093
State & Broad Sts.	Broad St. & Fairfield Ave.	.190	.....	.190	.119	.309
State & Park Sts.	Seaside Park	.861	.782	1.643	.018	1.661
State & Park Sts.	Mountain Grove Cem.	1.662	1.645	3.307	.060	3.367
North & Brooklawn Aves.	Brooklawn Country Club	.653	.629	1.282	.....	1.282
Main St. & Fairfield Ave.	East Ave.—Norwalk	13.273	3.477	16.750	.808	17.558
Hotel Square	Cemetery	.900	.....	.900	.....	.900
Darrow's Corner	Compo Beach	3.318	.....	3.318	.108	3.426
Saugatuck Junction	Saugatuck R. R. Sta.	.233	.....	.233	.....	.233
Main St. & Fairfield Ave.	Savoy St.	2.097	2.055	4.152	.035	4.187
Main & Congress Sts.	Oak St. & North Ave.	1.036	1.023	2.059	.....	2.059
Main & Congress Sts.	E. Washington Ave. & Williams St.	.374	.374	.748	.....	.748
Main St. & E. Washington Ave.	Mill Hill Ave.	3.473	3.473	6.946	.129	7.075
Barnum Ave.	Beardsley Park	1.360	1.350	2.710	.026	2.736
Main St. & N. Ave.	Trumbull Road	.855	.839	1.694	.....	1.694
Main St. & Fairfield Ave.	Woodmont	14.539	12.038	26.577	.492	27.069
Fairfield Ave. & Water St.	Main & Golden Hill Sts.	.188	.188	.376	.102	.478

Description of Lines — Continued.

From —	To —	Length of road (first main track.)	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total comput- ed as single track.
Bridgept Div.—Cont.: Stratford Ave.	Lakeview Cemetery	1.756	1.378	3.134	.091	3.225
Stratford & Seaview Ave.	Steeplechase Ferry	.729	.709	1.438	.012	1.450
Main & E. Broad	S. End T. O.—Shelton	9.244	5.424	14.668	.342	15.010
Norwalk Division:						
Main & Wall Sts.	Noroton River	9.222	2.984	12.206	.360	12.566
Wall St. & Bel. Ave.	Broad River	1.249	.....	1.249	.040	1.289
Main St. & R. R. Ave.	S. Main & Monroe Sts.	.350	.....	.350	.199	.549
Roton Point Jct.	Roton Point	.702	.185	.887	.085	.972
Main & Wall Sts.	Winnipauk	2.025	.489	2.514	.059	2.573
Main & Wall Sts.	End of Line	.846	.820	1.666	.026	1.692
Mill Hill	Main St. & Washing- ton Ave.	1.991	.053	2.044	.090	2.134
Dorlon's Point Jct.	Dorlon's Point	1.597	.....	1.597	.059	1.656
Waterbury Division:						
Exchange Place	Beacon Falls	9.637	2.724	12.361	.505	12.866
Bank & So. Main Sts.	Porter St.	.960	.....	.960	.214	1.174
Exchange Place	City Line	3.225	.707	3.932	.218	4.150
Robbin St. Jct.	Watertown	5.451	.436	5.887	.262	6.149
W. Main & N. Wil- low Sts.	City Line	4.191	1.248	5.439	.393	5.832
Exchange Place	Forest Park	1.750	.398	2.148	.219	2.367
Exchange Place	Mt. Carmel	15.451	7.237	22.688	.353	23.041
E. Main & Coles Sts.	Pearl Lake Road	2.094	.....	2.094	.149	2.243
Bank & James Sts.	Highland Ave.	.971	.....	.971	.128	1.099
City Line (Water'y)	Thomaston	5.547	.....	5.547	.303	5.850
City Line (Water'y)	No. Woodbury	9.961	.....	9.961	1.230	11.191
Div. Pt. (O'nership)	Cem. T. O. (Mt. Car'l)	.397	... ..	.397	.024	.421
Bank & Grand Sts.	So. Main & Grand Sts.	.107	.....	.107	.....	.107
Derby Division:						
Main & Elizabeth Sts.	South End Turnout	1.155	.....	1.155	.096	1.251
Bridge St. & Howe Ave.	Riverside Park	.879	.....	.879	.022	.901
Bridge St. & Housa- tonic Ave.	Housatonic Park	1.068	.....	1.068	.065	1.133
Main & Elizabeth Sts., Derby	Main & Bridge Sts. Ansonia	1.839	.....	1.839	.169	2.008
Clifton & Bridge Sts.	Scotland Street	1.197	.....	1.197	.094	1.291
Main & Elizabeth Sts.	Beacon Falls	9.215	1.349	10.564	.723	11.287
Seymour Junction	N. Main & Fourth Sts.	.350	... ..	.350	.....	.350
E. Derby Junction	Grassy Hill (Pole 0125)	2.880	2.567	5.447	.012	5.459
New Britain Division:						
Central park	Newington	4.633	2.712	7.345	.259	7.604
Central park	Berlin	4.463	.524	4.987	.270	5.257
Main & Chesnut St.	Elm & Chesnut Sts.	.173	.....	.173	.036	.209
Ches. & Stanley Sts.	Fairview St.	.275	.....	.275	.....	.275
Main & Arch Sts.	Schuetzen Park	.812	.....	.812	.097	.909
Main & Church Sts.	N. Stan. & Francis Sts.	1.975	.....	1.975	.329	2.304
Main & E. Main Sts.	Fairview Cemetery	.842	.....	.842	.089	.931
Main & W. Main Sts.	Lazy Lane	8.335	1.620	9.955	.142	10.097
		.123	.....	.123	.025	.148
Total,		589.436	165.949	755.385	27.609	782.994

Corporate Name and Address of Company.

The Connecticut Company, New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Incorporated under the laws of the State of Connecticut. Merged June 30, 1909, with the Columbia Traction Co. Purchased Feb. 28, 1910, substantially all the various street railway properties of The New York, New Haven and Hartford Railroad Co. Operates under leases the railways of the West Shore Railway Co. and the Connecticut Railway and Lighting Co.

Officers of the Company.

Name.	Title.	Official address.
C. S. MELLEN,	President,	New Haven, Conn.
CALVERT TOWNLEY,	Vice-President,	" "
H. M. KOCHERSPERGER,	"	" "
E. H. MCHENRY,	"	" "
ARTHUR E. CLARK,	Secretary,	" "
C. H. HEMPSTEAD,	Asst. Secretary,	" "
AUGUSTUS S. MAY,	Treasurer,	" "
THOMAS F. PARADISE,	Asst. Treasurer,	" "
E. D. ROBBINS,	General Counsel,	" "
H. A. FABIAN,	Mgr. of Purchases and Supplies,	Boston, Mass.
C. L. CAMPBELL,	Auditor,	New Haven, Conn.
M. J. LEARY,	Gen. Frt. and Pass. Agent,	" "
J. K. PUNDEFORD,	General Manager,	" "
F. P. HARLAN,	Mgr. New Haven Div.,	" "
S. ANDERSON,	" New London Div.,	Norwich, "
W. P. BRISTOL,	" Hartford Div.,	Hartford, "
R. P. LEE,	Acting Supt., Meriden Div.,	Meriden, "
F. A. HEWITT,	Supt., Middletown Div.,	Middletown, "
C. H. CHAPMAN,	" Bridgeport Div.,	Bridgeport, "
F. L. BEARDSLEY,	" Derby Div.,	Derby, "
G. H. CAFFERY,	" Norwalk Div.,	So. Norwalk, "
H. L. WALES,	" Waterbury Div.,	Waterbury, "
L. S. RISLEY,	" New Britain Div.,	New Britain, "
CHARLES ALLDIS,	" Torrington Div.,	Burrville, "
J. B. POTTER,	Mgr. Stamford Div.,	Port Chester, N. Y.

Directors of the Company.

Name.	Residence.
C. S. MELLEN,	New Haven, Conn.
GEORGE G. BRUSH,	" "
JAMES S. HEMINGWAY,	" "
JAMES S. ELTON,	Waterbury, "
D. NEWTON BARNEY,	Farmington, "
CHARLES F. BROOKER,	Ansonia, "
FREDERICK F. BREWSTER,	New Haven, "

Date of close of fiscal year, June 30, 1911.

Date of stockholders' annual meeting, third Monday in March.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par Value per share.	Total par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common,	Not Fixed.	400,000	\$100.00	\$40,000,000	2½%	\$1,000,000.00

Total number of stockholders, 8.

Total number of stockholders in this state, 8.

Amount of stock held in this state, \$40,000,000.00.

— Funded Debt.

None.

Per mile of single track owned exclusive of sidings and turnouts, 462.783 miles.

Capital stock outstanding, \$86,433.60

Construction and Equipment.

Account.	Total cost to June 30, 1910.	Additions during year.	Deductions during year.	Total cost to June 30, 1911.
Engineering and su- perintendence, . . .	\$21,812.87	\$20,224.17		\$42,037.04
Right of way, . . .	7,353.29	12,815.42		20,168.71
Track and roadway construction, . . .	299,820.62	328,125.20		627,945.82
Electric line construc- tion,	61,156.32	73,698.44		134,854.76
Real estate used in operation of road,	3,165.00	29,383.74		32,548.74
Buildings and fixtures used in operation of road,	156,400.89	473,346.00		629,746.89
Interest and discount,	12,804.54			12,804.54
Miscellaneous, . . .	12,545.31	4,392.82		16,938.13
Total construction,	\$575,058.84	\$941,985.79		\$1,517,044.63
Power plant equip- ment,	\$3,179.41	\$80,513.07		\$83,692.48
Shop tools and ma- chinery,	749.99	10,952.58		11,702.57
Cars,	62,827.97	704,082.46		766,910.43
Electric equipment of cars,	15,242.46	457,959.33		473,201.79
Miscellaneous equip- ment,	5,405.68	30,591.16		35,996.84
Miscellaneous, . . .	69,754.11			69,754.11
Properties acquired by purchase, . . .	39,046,616.37		\$173,678.08	38,872,938.29
Grand total construc- tion and equipment,	\$39,778,834.83	\$2,226,084.39	\$173,678.08	\$41,831,241.14
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . .				\$90,390.62

Construction and Equipment, Leased Lines.

Account.	Balance June 30, 1910.	Additions during year.	Deductions during year.	Total cost to June 30, 1911.	Balance June 30, 1911.
Engineering and superintendence, . .	\$2,263.64	\$9,927.04	.....	\$12,190.68	\$12,190.68
Right of way,	558.23	1,813.22	.....	2,371.45	2,371.45
Track and roadway construction, . .	38,270.41	336,007.27	.....	374,277.68	374,277.68
Electric line construction,	8,348.20	85,104.72	.....	93,452.92	93,452.92
Real estate used in operation of road,	166.75	15.00	.....	181.75	181.75
Buildings and fixtures used in oper- ation of road,	34,480.75	31,452.98	.....	65,933.73	65,933.73
Miscellaneous, . . . . .	.....	436.06	.....	436.06	436.06
Total construction,	\$84,087.98	\$464,756.29	.....	\$548,844.27	\$548,844.27
Power plant equipment,	\$495.14	\$30,197.83	.....	\$30,692.97	\$30,692.97
Shop tools and machinery,	4.75	30,400.49	.....	30,405.24	30,405.24
Miscellaneous equipment,	85.62	8,591.79	.....	8,677.41	8,677.41
Miscellaneous,	953.76	.....	.....	953.76	953.76
Amount expended on leased lines by N. Y., N. H. & H. R. R. Co. which account was acquired by this company,	1,505,855.73	.....	\$72,691.90	1,433,163.83	1,433,163.83
Grand total construction and equipment,	\$1,591,487.98	\$533,946.40	\$72,691.90	\$2,052,742.48	\$2,052,742.48

Income Account for Year ending June 30, 1911.

Gross earnings from operation,	\$7,615,065.44	
Operating expenses,	5,287,225.97	
	<hr/>	
Net earnings from operation,		\$2,327,839.47
Miscellaneous income:		
Interest on deposits,	\$5,649.35	
Income from securities owned,	141,278.45	
Miscellaneous rents receivable,	1,487.32	148,415.12
	<hr/>	
Gross income less operating expenses,		\$2,476,254.59
Deductions from income:		
Taxes:		
On real and personal property,	\$24,302.83	
On capital stock,	353,377.63	
On earnings,	20,352.73	
*Miscellaneous,	20,694.53	\$418,727.72
	<hr/>	
Rent of leased lines,	939,464.25	1,358,191.97
	<hr/>	
Net income,		\$1,118,062.62
Deductions from net income:		
Dividends, 2½% on \$40,000,000.00 common stock,		1,000,000.00
	<hr/>	
Surplus for year,		\$118,062.62
Surplus at beginning of year,	\$18,807.56	
Profit or loss adjustments during year:		
Debits:		
Property abandoned,	16,565.06	2,242.50
	<hr/>	
Surplus at close of year,		\$120,305.12
<hr/>		
*Proportion of amount paid for services and expenses of Rail- road Commissioners,		\$1,416.86
Proportion of amount paid for services and expenses of Inspector- General of gas meters and illuminating gas,		3.89
Federal corporation tax,		19,273.78
	<hr/>	
Total,		\$20,694.53

Gross Earnings from Operation.

RAILROAD COMMISSIONERS.

Car earnings:	
Passengers,	\$7,121,412.26
Chartered cars,	32,113.69
Freight,	209,517.30
Mail,	8,253.96
Express,	73,836.98
Other car earnings, . .	5,450.58
Total,	<u>\$7,450,584.77</u>

Miscellaneous earnings:

Advertising,	\$29,722.82
Rent of land and buildings,	2,812.69
Rent of tracks,	37,101.98
Rent of equipment,	324.74
Sale of power,	42,867.56
Other miscellaneous earnings,	2,097.93
Park earnings,	49,552.95
Total,	<u>\$164,480.67</u>

Grand total, \$7,615,065.44

INTERSTATE COMMERCE COMMISSION.

Passenger revenue,	\$7,121,126.36
Baggage revenue,	285.90
Parlor chair and special revenue,	32,113.69
Freight,	209,517.30
Switching revenue,	265.00
Mail,	8,253.96
Express,	73,836.98
Milk revenue,	5,185.58

Station and car privileges,	29,722.82
Rent of buildings and other property,	2,812.69
Rent of tracks and terminals,	37,101.98
Rent of equipment,	324.74
Power,	42,867.56
Miscellaneous transportation revenue,	1,208.50
Storage,	9.90
Miscellaneous,	879.53
Park earnings,	49,552.95

Grand total, \$7,615,065.44

Operating Expenses.

RAILROAD COMMISSIONERS.

Maintenance:

Maintenance of track and roadway,	\$685,575.39
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INTERSTATE COMMERCE COMMISSION.

Superintendence of way and structures,	\$32,591.17
Ballast,	12,672.74
Ties,	59,542.04
Rails,	88,517.46
Rail fastenings and joints,	9,501.89
Special work,	66,860.17
Roadway and track labor,	214,368.72
Paving,	154,205.01
Miscellaneous roadway and track expenses,	9,740.43
Bridges, trestles, and culverts,	28,544.22
Crossings, fences, cattleguards, and signs,	1,798.75
Other miscellaneous way and structure,	1,509.24
Dr. other operations Dr.,	7,024.81
Cr. other operations Cr.,	1,301.26
Signal and interlocking systems,	2,379.71
Poles and fixtures,	32,207.86
Underground conduits, . . . .	.60
Transmission system,	12,384.88
Distribution system,	105,401.12

Operating Expenses—Continued.

RAILROAD COMMISSIONERS.

Maintenance:

Maintenance of electric line,	160,575.92
Maintenance of buildings and fixtures,	73,448.43
Total,	\$919,599.74

Equipment:

Maintenance of steam plant,	\$97,715.73
Maintenance of electric plant,	100,186.27
Maintenance of cars,	346,126.05

Maintenance of electric equipment of cars,	254,876.72
Maintenance of miscellaneous equipment,	29,112.84

Miscellaneous shop expenses,	49,572.14
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Total, . . . \$877,589.75

Transportation:

Power plant wages,	\$120,095.28
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Fuel for power,	409,425.17
-----------------	------------

Water for power,	13,244.58
------------------	-----------

Lubricants and waste for power plant,	10,019.90
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Miscellaneous supplies and expenses of power plant,	8,688.21
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Hired power,	351,549.40
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Total, . . . \$913,022.54

Operation or cars:

Superintendence of transportation,	\$75,248.48
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Wages of conductors,	741,951.14
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Wages of motormen,	741,951.15
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Wages of miscellaneous car service employees,	51,925.02
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Wages of car house employees,	116,187.67
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Car service supplies,	71,515.65
-----------------------	-----------

Miscellaneous car service expenses,	27,509.24
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Hired equipment,	13,813.88
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INTERSTATE COMMERCE COMMISSION.

Miscellaneous electric line expense,	8,201.75
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Buildings and structures,	73,448.43
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Power plant equipment,	97,715.73
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Power plant equipment,	73,875.65
------------------------	-----------

Sub-station equipment,	26,310.62
------------------------	-----------

Passenger and combination cars,	335,705.43
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Freight, express, and mail,	10,420.62
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Electrical equipment of cars,	254,876.72
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Service cars,	27,304.46
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Horses and vehicles,	1,697.70
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Other miscellaneous equipment expenses,	110.68
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Other operations, Cr.,	120.56
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Superintendence of equipment,	22,920.14
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Shop machinery and tools,	8,075.09
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Shop expense,	18,697.47
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Superintendence of power,	5,406.07
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Power plant employees,	101,247.14
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Sub-station employees,	13,442.07
------------------------	-----------

Fuel for power,	409,425.17
-----------------	------------

Water for power,	13,244.58
------------------	-----------

Lubricants for power,	10,019.90
-----------------------	-----------

Miscellaneous power plant supplies and expenses,	8,026.66
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Sub-station supplies and expenses,	661.55
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Other operations, Dr.,	64,287.10
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Power purchased,	287,262.30
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Superintendence of transportation,	75,248.48
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Passenger conductors, motormen, and trainmen (divided equally between the two accounts),	1,483,902.29
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Miscellaneous car service employees,	45,591.46
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Station employees,	463.95
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Operations of signals and interlocking system,	5,869.61
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Car house employees,	116,187.67
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Car service supplies,	71,515.65
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Car house expense,	20,172.53
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Other transportation expense,	7,336.71
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Hired equipment,	13,813.88
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Operating Expenses — *Continued.*

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Operation of cars:

Cleaning and sanding track,	53,983.51
Removal of snow and ice,	22,506.56
Total,	\$1,916,592.30

Cleaning and sanding track,	53,983.51
Removal of snow, ice, and sand,	22,506.56

General:

Salaries of general officers,	\$50,636.98
Salaries of clerks,	66,773.97

Superintendent and solicitation,	7,559.03
Salaries and expenses general officers,	43,077.95

Printing and stationery,	15,939.16
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Salaries and expenses general office clerks,	66,773.97
Stationery and printing,	15,939.16

Miscellaneous office expense,	23,586.40
Stores expense,	25,358.49
Stable expense,	9,502.83
Advertising and attractions,	39,268.54

General office supplies and expenses,	23,586.40
Stores expense,	25,358.49
Stable expense,	9,502.83

Miscellaneous general expense,	33,311.23
--	-----------

Park expenses,	785.14
Telephone and telegraph systems,	38,483.40

Damages,	209,021.17
Legal expenses in connection with damages,	723.83
Miscellaneous legal expense,	276.66
Rent of land and buildings,	1,497.43
Rent of tracks and terminals,	15.75
Insurance,	53,831.22

Operating telephone and telegraph systems,	2,781.82
Relief department expenses,	12,868.60
Pensions,	431.00

Total,	\$529,743.66
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Miscellaneous general expense,	977.12
Injuries and damages,	16,252.69

Express department expenses,	130,677.98
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Law expense,	209,021.17
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Express department expenses,	130,677.98
--------------------------------------	------------

Law expense,	1,000.49
Station rent, general,	1,497.43
Rent of tracks and terminals,	15.75
Insurance,	53,831.22

Express department expenses,	130,677.98
--------------------------------------	------------

Maintenance stations and platforms,	846.72
Maintenance horses and vehicles,	937.41

Express department expenses,	130,677.98
--------------------------------------	------------

Freight and express conductors, motor and train men,	39,224.73
Miscellaneous car service expense,	282.49

Express department expenses,	130,677.98
--------------------------------------	------------

Station employees,	65,441.76
Station expense,	1,469.52

Express department expenses,	130,677.98
--------------------------------------	------------

Express and freight collection and delivery,	7,468.95
Loss and damage,	1,040.63

Express department expenses,	130,677.98
--------------------------------------	------------

Salary and expenses of general officers,	150.29
Salary and expenses of general office clerks,	5,518.63

Express department expenses,	130,677.98
--------------------------------------	------------

General office supplies and expenses,	580.73
Miscellaneous general expenses,	1,269.18

Express department expenses,	130,677.98
--------------------------------------	------------

Stationery and printing,	3,936.24
Stable expense,	2,510.70

Express department expenses,	130,677.98
--------------------------------------	------------

Grand total, . . . \$5,287,225.97

Grand total, . . . \$5,287,225.97

Detailed Statement of Rentals of Leased Lands.

NAME OF LESSOR.	Portion used for payment of interest on debt of lessor.	Portion used for payment of dividends on capital stock of lessor.	*Portion not included in foregoing payment of interest or dividends.	Total amount of rental paid by lessee.
South Manchester Light, Power and Tramway Co.,			\$600.00	\$600.00
The West Shore Railway Company,	\$1,500.00	\$4,000.00		5,500.00
Connecticut Railway and Lighting Co.,			932,647.12	932,647.12
N. Y., N. H. & H. R. R. Co.,			717.13	717.13
Total,	\$1,500.00	\$4,000.00	\$933,964.25	\$939,464.25

* Taxes on leased lines should be included in "taxes" and not included here.

Comparative General Balance Sheet.

Total, June 30, 1910.	Assets.	Total, June 30, 1911.	Increase, year ending June 30, 1911.	Decrease, year ending June 30, 1911.
\$39,778,834.83	Construction and equipment,	\$41,831,241.14	\$2,052,406.31	
1,591,487.98	Construction and equipment, leased lines,	2,052,742.48	461,254.50	
	Other permanent investments as follows:			
38,669.38	Stocks and bonds of other companies,	40,019.19	1,349.81	
	Current assets as follows:			
342,499.65	Cash,	143,410.51		\$199,089.14
3,749,394.66	Bills receivable,	1,991,167.78		1,758,226.88
718,292.67	Accounts receivable,	146,889.89		571,402.78
679,437.64	Material and supplies,	748,890.01	69,452.37	
27,205.65	Prepaid accounts,	16,496.35		10,709.30
43,239.46	Due from agents and conductors,	41,936.66		1,302.80
56,410.87	Other current assets,			56,410.87
	Unmatured interest receivable,	41,252.95	41,252.95	
	Other deferred debit items,	84,875.78	84,875.78	
51,481.01	Items in suspense,			51,481.01
\$47,076,953.80	Total,	\$47,138,922.74	\$2,710,591.72	\$2,648,622.78

Comparative General Balance Sheet—Continued.

Total, June 30, 1910.	Liabilities.	Total, June 30, 1911.	Increase, year ending June 30, 1911.	Decrease, year ending June 30, 1911.
\$40,000,000.00	Capital Stock, common, Current liabilities as fol- lows:	\$40,000,000.00		
628,387.36	Accounts payable,	606,025.07		\$22,362.29
800.00	Matured interest on funded debt unpaid,	772.50		27.50
2,000.62	Dividends unpaid, . . . .	.62		2,000.00
68,512.63	Other working liabilities, .	38,637.12		29,875.51
	Accrued liabilities as fol- lows:			
63,619.72	Rentals accrued and not yet due,	72,737.64	\$9,117.92	
1,501.99	Items in suspense,			1,501.99
4,702,390.64	Rehabilitation Fund, . . .	4,702,390.64		
629,013.34	Deferred liability net assets, C. R. & L. Co.,	626,236.92		2,776.42
	Other deferred credit items,	3,033.07	3,033.07	
961,919.94	Reserves,	968,784.04	6,864.10	
18,807.56	Surplus,	120,305.12	101,497.56	
\$47,076,953.80	Total,	\$47,138,922.74	\$120,512.65	\$58,543.71

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	27,113,933
Freight, mail, and express car mileage,	716,618
Total car mileage,	27,830,551
Passenger car hours,	2,916,258
Freight, mail, and express car hours,	94,295
Total car hours,	3,010,553
Fare passengers carried,	144,524,444
Transfer passengers carried,	28,195,693
Total passengers carried,	172,720,137
Average fare, revenue passengers,	4.927
Average fare, all passengers (including transfer passengers),	4.123
Car earnings per car mile,	26.77
Miscellaneous earnings per car mile, . . . .	.59
Gross earnings per car mile,	27.36
Car earnings per car hour,	2.48
Miscellaneous earnings per car hour, . . . .	.05
Gross earnings per car hour,	2.53
Operating expenses per car mile,	19.00
Operating expenses and taxes per car mile,	20.50
Operating expenses per car hour,	1.76
Operating expenses and taxes per car hour,	1.90
Operating expenses per cent. of gross earnings,	69.43
Operating expenses and taxes per cent. of gross earnings,	74.93

Mileage, Traffic, and Miscellaneous Statistics—*Continued.*

Average number of employees, not including officials, during year,	4,568.
Aggregate amount of wages paid employees,	*3,115,589.17
Amount of salaries paid officials,	45,757.58.

CROSSINGS, ETC.

	Number.
Steam railroad crossings at grade unprotected,	5
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	11
Steam railroad crossings at grade protected by signal or interlocking devices,	4
Steam railroad crossings over grade,	46
Steam railroad crossings under grade,	30

Commutation and other forms of tickets sold at reduced rates:

Twenty-five ride book, Meriden to Wallingford, \$2.25.
“ “ Meriden to Yalesville, \$2.00.
“ “ Meriden to Tracy, \$1.50.
“ “ Tracy and Wallingford, \$1.50.
“ “ South Meriden and Wallingford, \$2.00.
Forty ride pupils' books, \$1.00.

Monthly commutation books in coupon form are sold at one-half the regular rates, good between Manchester and Burnside, Manchester and Rockville, Burnside and Rockville.

Fifty ride book, Hartford to Windsor, \$4.00.
“ “ Hartford to Glastonbury, \$4.00.
“ “ Hartford to South Glastonbury, \$5.00.
“ “ Hartford to Rainbow Park, \$5.00.

Twenty ride book, Windsor to Poquonock, \$1.00.

Ten ride strips, Grosvenordale to North Grosvenordale, 30 cents.

Twenty-one ride strips, any 5-cent fare limit in New Britain, \$1.00.

Twenty-five ride strips, any 5-cent fare limit in Waterbury, \$1.00.

Twenty ride books, Far Mill River to Stratford Pole, \$1.00.

Twenty ride books, Far Mill River to Derby, \$1.00.

* Of this amount, \$52,426.28 was collected from others.

Description of Road and Equipment.

TRACK.

	Owued.	Leased.	Operated under track- age rights.	Total operated.
Length of road (first main track),	377.559	203.703	8.174	589.436
Length of second main track, . . .	85.224	80.145	.580	165.949
Total length of main track, . . .	462.783	283.848	8.754	755.385
Length of sidings and turnouts, . .	17.186	9.330	1.093	27.609
Total computed as single track,	479.969	293.178	9.847	782.994

RAILS.

Name of	Weight per yard.	Steel (Miles of).	Total.
"T,"	40 to 90 lbs.	714.503	714.503
Girder Tram,	70 to 90 lbs.	44.715	44.715
Girder Groove,	85 to 125 lbs.	23.776	23.776
Total miles of, . . . . .	.....	782.994	782.994
Gauge of track,	4' 8½"	.....	.....

PAVING.

	Miles
Asphalt, sheet,	14.426
Brick,	27.533
Asphalt, block,	1.900
Cobble,	12.851
Belgium block,	14.289
Bit. macadam,	2.732
Macadam,	180.138
Concrete pavement, . . . . .	.094
Stone ballast,	23.180
Granitoid,	2.588
Wood,	4.411
Total miles,	284.142

Description of Road and Equipment — *Continued.*

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	800	3	803
Open passenger cars,	842	1	843
Combination closed and open passenger cars,	2	4	6
Total passenger cars,	1,644	8	1,652
Freight cars,	1	2	3
Mail cars,	1	..	1
Express cars,	31	..	31
Combination cars,	5	..	5
Work cars,	42	81	123
Snow plows,	72	22	94
Sweepers,	17	4	21
Miscellaneous,	52	8	60
Total,	1,865	125	1,990

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	9.8	21c. to 27c. per hour.
Motormen,	9.8	21c. to 27c. per hour.
Starters,	10.5	\$2.79
Watchmen,	11.3	1.90
Switchmen,	10.2	1.45
Roadmen,	12	1.78
Hostlers,	10.7	1.90
Linemen,	9.7	2.50
Engineers,	9.8	2.93
Firemen,	9.7	2.04
Electricians,	10	2.33
Machinists and Mechanics,	10	2.36

List of all Accidents during the Year ended June 30, 1911.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESS- NESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	3	748	5	665	8	1413
Employees,	3	80	3	42	6	122
Other persons,	6	130	34	263	40	393
Total,	12	958	42	970	54	1928

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$236,895.35

Description of Accidents.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN. } ss.

Personally appeared before me, H. M. Kochersperger, Vice-President, and A. S. May, Treasurer, of the Connecticut Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1911, according to the best of their knowledge and belief.

Signed,

H. M. KOCHERSPERGER,
Vice-President.

A. S. MAY,
Treasurer.

Sworn and subscribed to before me, this 15th day of September, A. D. 1911.

ARTHUR W. BOWMAN,
Notary Public.

DANBURY AND BETHEL STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1911.

Capital authorized by charter,	\$623,000.00	
Capital stock outstanding,	320,000.00	
Bonds outstanding,	300,000.00	
Floating indebtedness,	153,000.00	
Total stock, bonds, and floating debt,	773,000.00	
Capital stock issued per mile of road owned,	21,289.33	
Bonds issued per mile of road owned,	19,958.75	
Cost of construction,	484,537.36	
Cost of equipment,	301,704.55	
Total cost of construction and equipment,	786,241.91	
Cost of construction and equipment per mile of road owned,	52,308.02	
Gross earnings from operation,	140,427.78	
Operating expenses,	97,252.99	
Net earnings,	43,174.79	
Gross income from all sources,	43,174.79	
Per cent. of operating expenses to gross earnings, . . . . .		.6925
Gross earnings per mile operated,	9,342.54	
Operating expenses per mile operated,	6,470.16	
Net earnings per mile operated,	2,872.38	
Car earnings per car mile, . . . . .	.2228	
Miscellaneous earnings per car mile, . . . . .	.0051	
Gross earnings per car mile, . . . . .	.2279	
Operating expenses per car mile, . . . . .	.1578	
Net earnings per car mile, . . . . .	.0701	
Car earnings per car hour,	2.0056	
Miscellaneous earnings per car hour, . . . . .	.0459	
Gross earnings per car hour,	2.0515	
Operating expenses per car hour,	1.4208	
Net earnings per car hour, . . . . .	.6307	
Taxes paid state,	6,526.72	
Interest paid,	23,368.87	
Dividend paid,	12,800.00	
Total length of main track owned,		15.031
Total length of main track operated,		15.031
Total car mileage,		616,025
Total car hours,		68,447
Fare passengers carried,		2,760,190

Fare passengers per mile run (passenger), .	4.480
Fare passengers per car hour (passenger), .	40.325
Fare passengers per mile of main track operated,	183,633
Average fare revenue passengers, . . . .	.0497
Average fare all passengers (including transfer passengers), . . . . .	.0377
Average number of employees during year, . .	80
Accidents: Killed,	1
Injured,	5

Description of Lines.

From —	To —	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total com- puted as single track.
Danbury	Bethel.....	5.445	.196	5.641	.224	5.865
White St.	Lake Kenosia.	4.927	1.923	6.850	.792	7.642
Main St.	Davis St.....	.897	.....	.897	.028	.925
West St.	West Wooster	.522	.... .	.522	.....	.522
Elm St.	Lake Ave.....	1.121	.....	1.121	.....	1.121
		12.912	2.119	15.031	1.044	16.075

Corporate Name and Address of Company.

Danbury and Bethel Street Railway Company.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Date of organization, May 7, 1886.

Organized under laws of the State of Connecticut.

Officers of the Company.

Name.	Title.	Official Address.
A. E. TWEEDY,	President,	Danbury, Conn.
E. A. STRATTON,	First Vice-President,	" "
M. H. GRIFFING,	Secretary,	" "
M. H. GRIFFING,	Treasurer,	" "
M. H. GRIFFING,	General Manager,	" "
JOHN R. BOOTH,	General Counsel,	" "
GEORGE H. KLINZING,	Superintendent,	" "

Directors of the Company.

Name.	Residence.	
A. E. TWEEDY,	Danbury,	Conn.
E. A. STRATTON,	"	"
M. H. GRIFFING,	"	"
A. W. HOLLEY,	"	"
S. W. C. JONES,	Greenwich,	"
THOMAS M. WALLER,	New London,	"

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, second Wednesday in October.

Capital Stock.

Description	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common	\$623,000.00	12,800	\$25.00	\$320,000.00	4 per cent.	\$12,800.00

Total number of stockholders, 72.

Total number of stockholders in this state, 55.

Amount of stock held in this state, \$287,400.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
1st Mtg. Bonds,	May 1, 1894	20	May 1, 1914	\$200,000.00	\$200,000.00
Con'd Mtg. Bonds.	May 1, 1906	30	May 1, 1936	300,000.00	100,000.00
Total.....				\$500,000.00	\$300,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	May and November.	\$10,000.00
5 per cent.	May and November.	5,000.00
Total.....		\$15,000.00

Per mile of single track owned exclusive of sidings and turnouts, 15.031 miles.

Capital stock outstanding, \$21,289.33

Funded debt outstanding, 19,958.75

Total, \$41,248.08

Construction and Equipment.

Account.	Total cost to June 30, 1910.	Additions during year.	Total cost to June 30, 1911.
Construction,	\$414,256.49	\$559.49	\$414,815.98
Real estate, buildings and fixtures, used in operation of road,	69,528.88	193.00	69,721.88
Total construction,	\$483,784.87	\$752.49	\$484,537.36
Power plant equipment,	\$110,259.74	\$784.65	\$111,044.39
Equipment,	171,765.96	18,894.20	190,660.16
Total equipment,	\$282,025.70	.....	\$301,704.55
Grand total construction and equip- ment,	\$765,810.57	.....	\$786,241.91
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,			\$52,308.02

Income Account for Year ending June 30, 1911.

Gross earnings from operation,	\$140,427.78		
Operating expenses,	97,252.99		
Net earnings from operation,			\$43,174.79
Gross income less operating expenses,			\$43,174.79
Deductions from income:			
Taxes:			
On real and personal property,	\$111.80		
On capital stock,	6,526.72		
Miscellaneous: Corporation,	139.33	\$6,777.85	
Interest:			
On funded debt,	\$15,000.00		
On floating debt,	8,368.87	23,368.87	30,146.72
Net income,			\$13,028.07
Deductions from net income:			
Dividends, 4% on \$320,000.00 common stock,			12,800.00
Surplus for year,			\$228.07
Surplus at beginning of year,	\$38,612.57		
Profit or loss adjustments during year:			
Debits,		6,026.08	32,586.49
Surplus at close of year,			\$32,814.56

Gross Earnings from Operation.

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Car earnings:

Passengers,	\$137,282.33
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Total,	\$137,282.33
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Miscellaneous earnings:

Advertising,	\$549.98
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Sale of power,	84.00
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Drawing ice,	224.00
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Drawing sand,	327.30
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Sprinkling,	500.70
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Sale of metals,	1,459.47
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Total,	\$3,145.45
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Grand total,	\$140,427.78
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Operating Expenses.

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Maintenance:

Maintenance of track and roadway,	\$6,522.92
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Maintenance of electric line,	1,686.15
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Maintenance of buildings and fixtures,	358.85
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Total,	\$8,567.92
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Equipment:

Maintenance of steam plant,	\$1,978.30
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Maintenance of electric plant,	21.20
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Maintenance of cars,	6,423.05
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Maintenance of electric equipment of cars,	6,754.77
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Total,	\$15,177.32
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Transportation:

Power plant wages,	\$5,868.37
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Fuel for power,	10,851.29
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Water for power,	114.00
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Lubricants and waste for power plant,	405.26
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Total,	\$17,238.92
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Operation of cars:

Wages of conductors,	\$19,807.40
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Wages of motormen,	19,810.26
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Wages of car house employees,	1,138.85
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Cleaning and sanding track,	1,218.83
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Removal of snow and ice,	354.03
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Total,	\$42,329.37
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Gross Earnings from Operation—Continued.

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

General:

Salaries of general officers,	\$3,734.97
Salaries of clerks, . . .	1,170.60
Printing and stationery, . .	446.58
Miscellaneous office expense,	316.35
Stable expense,	634.61
Advertising and attractions,	397.30
Miscellaneous general ex-	
pense,	729.13
Damages,	5,066.85
Insurance,	1,443.07
Maintenance,	8,567.92
Equipment,	15,177.32
Transportation,	17,238.92
Operation of cars,	42,329.37

Grand total, \$97,252.99

Comparative General Balance Sheet.

Total, June 30, 1910.	Assets,	Total, June 30, 1911.	Increase, year ending June 30, 1911.	Decrease, year ending June 30, 1911.
\$765,810.57	Construction and equip- ment,	\$786,241.91	\$20,431.34	.....
	Other permanent invest- ments as follows:			
22,860.26	Kenmore property, . . .	22,860.26	.....	.....
1,114.03	Land at Lake Kenosia,	1,114.03	.....	.....
	Current assets, as follows:			
927.73	Cash,	57.34	.....	\$870.39
5,325.44	Accounts receivable, . .	5,318.82	.....	6.62
488.81	Material and supplies, . .	1,769.90	1,281.09	.....
2,269.90	Tools, Inst., etc., . . .	2,393.70	123.80	.....
829.97	Insurance fund, . . . .	.....	.....	829.97
.....	Extensions,	118.60	118.60	.....
\$799,626.71	Total,	\$819,874.56	\$21,954.83	\$1,706.98

Comparative Balance Sheet — *Continued.*

Total, June 30, 1910.	Liabilities.	Total, June 30, 1911.	Increase, year ending June 30, 1911.	Decrease, year ending June 30, 1911.
\$320,000.00	Capital stock, common,	\$320,000.00	.....	.....
300,000.00	Funded debt, . . .	300,000.00	.....	.....
	Current Liabilities as fol- lows:			
48,167.10	Loans and notes pay- able,	3,000.00	.....	\$45,167.10
11,447.04	Accounts payable, . .	7,641.03	.....	3,806.01
6,400.00	Dividends unpaid, . .	6,400.00	.....	.....
75,000.00	Debenture notes, . .	75,000.00	.....	.....
	“ “ 1911,	75,000.00	\$75,000.00	.....
	Insurance fund, . . .	18.97	18.97	.....
38,612.57	Surplus,	32,814.56	.....	5,798.01
\$799,626.71	Total,	\$819,874.56	\$75,018.97	\$54,771.12

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	616,025
Total car mileage,	616,025
Passenger car hours,	68,447
Total car hours,	68,447
Fare passengers carried,	2,760,190
Transfer passengers carried,	877,852
Total passengers carried,	3,638,042
Average fare, revenue passengers, . . . . .	.0497
Average fare, all passengers (including transfer passengers), . . . . .	.0377
Car earnings per car mile, . . . . .	.2228
Miscellaneous earnings per car mile, . . . . .	.0051
Gross earnings per car mile, . . . . .	.2279
Car earnings per car hour,	2.0056
Miscellaneous earnings per car hour, . . . . .	.0459
Gross earnings per car hour,	2.0515
Operating expenses per car mile, . . . . .	.1578
Operating expenses and taxes per car mile, . . . . .	.1688
Operating expenses per car hour,	1.4208
Operating expenses and taxes per car hour,	1.5198
Operating expenses per cent. of gross earnings, . . . . .	.6925
Operating expenses and taxes per cent. of gross earnings, . . . . .	.7408
Average number of employees, not including officials, during year,	80
Aggregate amount of wages paid employees,	\$62,688.83
Amount of salaries paid officials,	3,734.97

Mileage, Traffic, and Miscellaneous Statistics — Continued.**CROSSINGS, ETC.**

	No.
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm.	3
Steam railroad crossings at grade protected by derailing devices on street railway,	3
Steam railroad crossings over grade,	1
Steam railroad crossings under grade,	1

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

Regular tickets, 21 for \$1.00.

School tickets, 40 for \$1.00.

Description of Road and Equipment.**TRACK.**

	Owued.	Total operated.
Length of road (first main track),	12.912	12.912
Length of second main track,	2.119	2.119
Total length of main track,	15.031	15.031
Length of sidings and turnouts,	1.044	1.044
Total computed as single track,	16.075	16.075

RAILS.

Name of	Weight per yard.	Steel (miles of).	Total.
"T,"	48	2.621	2.621
	60	8.417	8.417
	75	4.037	4.037
Girder Tram,	80	1.000	1.000
Total miles of, . . . . .	.....	16.075	16.075

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Without paving,	2.342
Cobble,	6.037
Belgium block,	1.811
Macadam,	5.885
Total miles,	16.075

Description of Road and Equipment—Continued.

CARS, ETC.

	With electric equip-ment.	Without electric equip-ment.	Total number.
Closed passenger cars equipped with full vestibule,	21	.....	21
Closed passenger cars not equipped with vestibule,		2	2
Open passenger cars,	14	8	22
Total passenger cars,	35	10	45
Work cars,	3	.....	3
Sweepers,		3	3
Sprinkler,		1	1
Total,	38	14	52

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	9	20 and 24c. per hr.
Motormen,	9	20 and 24c. per hr.
Watchmen,	12	\$1.70
Roadmen,	10	1.75
Linemen,	10	2.40
Engineers,	12	3.00
Firemen,	12	2.00
Machinists and mechanics,	10	3.00

List of all Accidents During Year ended June 30, 1911.

Cause and nature of injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	3	1	3
Other persons,		2	.....	2
Total,	1	5	1	5

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$4,221.91

Description of Accidents.

1910.

September 17. Cor West and Main St. John Hunt, tried to board moving car, missed his hold and fell; cut on head.

September 18. At Shalvoy's Lane and White St. Mrs. Peach, jumped from moving car, fell and cut her face.

1911.

January 13. North St., near Madison Ave. T. D. Riggs, jumped from moving car, slipped on ice; fell and fractured skull. Died from injury.

March 21. Cor. Blackman and Greenwood Ave. James Manion, stepped from car and fell; bruised his face.

May 11. Lake Ave., near Fairground. Barnie Kiernan, drove his team on track and collided with car; arm and leg bruised and nose scratched.

May 31. Near corner Beaver and Rose Sts. Harris Knox, two years old, ran in front of car and was knocked down; the flesh on right leg badly cut.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD. } SS.

Personally appeared before me, A. E. Tweedy, President, and M. H. Griffing, Treasurer, of The Danbury and Bethel Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1911, according to the best of their knowledge and belief.

Signed,

A. E. TWEEDY,
President.

M. H. GRIFFING,
Treasurer.

Sworn and subscribed to before me this 11th day of September, A. D. 1911.

W. H. REDFIELD,
Notary Public.

THE GROTON AND STONINGTON STREET RAIL- WAY COMPANY

Summary of Financial Condition and Results of Operation, Year ending June 30, 1911.

Capital authorized by charter,	\$600,000.00	
Capital stock outstanding,	600,000.00	
Bonds outstanding,	375,000.00	
Floating indebtedness,	34,579.40	
Total stock, bonds, and floating debt,	1,009,579.40	
Capital stock issued per mile of road owned,	30,372.05	
Bonds issued per mile of road owned,	18,982.53	
Cost of construction,	860,608.04	
Cost of equipment,	159,066.98	
Total cost of construction and equipment,	1,019,675.02	
Cost of construction and equipment per mile of road owned,	51,616.05	
Gross earnings from operation,	119,438.49	
Operating expenses,	62,201.59	
Net earnings,	57,236.90	
Income from other sources,	none	
Gross income from all sources,	57,236.90	
Per cent. of operating expenses to gross earnings,		52.07
Gross earnings per mile operated,	6,045.98	
Operating expenses per mile operated,	3,148.65	
Net earnings per mile operated,	2,897.33	
Car earnings per car mile, . . . . .	.2662	
Miscellaneous earnings per car mile, . . . . .	.0013	
Gross earnings per car mile, . . . . .	.2675	
Operating expenses per car mile, . . . . .	.1393	
Net earnings per car mile, . . . . .	.1282	
Car earnings per car hour,	3.3248	
Miscellaneous earnings per car hour, . . . . .	.0167	
Gross earnings per car hour,	3.3415	
Operating expenses per car hour,	1.7402	
Net earnings per car hour,	1.6013	
Taxes paid state,	7,461.19	
Interest paid,	20,644.04	
Dividend paid,	22,000.00	
Total length of main track owned,		19.755
Total length of main track operated,		19.755
Total car mileage,		446,480
Total car hours,		35,743

Fare passengers carried,	2,270,670
Fare passengers per mile run (passenger),	5.3818
Fare passengers per car hour (passenger),	69.5500
Fare passengers per mile of main track operated,	114,941.53
Average fare revenue passengers, . . . . .	.0467
Average fare all passengers (including transfer passengers), . . . . .	.0459
Average number of employees during year,	40
Accidents: Killed,	none
Injured,	23

Description of Lines.

From	To	Length of road (first main track).	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Ferry Landing, Groton, Conn.,	State Line, Pawcatuck, Conn.	19.755	19.755	.90	20.655

Corporate Name and Address of Company.

The Groton and Stonington Street Railway Company, Mystic, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized August 17, 1903, under the laws of the State of Connecticut. Opened for traffic from Groton to Mystic, December 19, 1904. Operation extended to Stonington, April 8, 1905, and to Pawcatuck, May 6, 1905.

Officers of the Company.

Name.	Title.	Official address.	
THOMAS HAMILTON,	President,	Groton,	Conn.
B. F. WILLIAMS,	Vice-President,	Mystic,	"
CHAS. D. NOYES,	Secretary,	Norwich,	"
COSTELLO LIPPITT,	Treasurer,	"	"
THOMAS W. RYLEY,	General Manager,	Mystic,	"
C. W. COMSTOCK,	General Counsel,	Norwich,	"

Directors of the Company.

Name.	Residence.
B. A. ARMSTRONG,	New London, Conn.
A. H. CHAPPELL,	" " "
THOMAS HAMILTON,	Groton, "
C. R. HANSCOM,	New London, "
C. W. COMSTOCK,	Norwich, "
C. D. NOYES,	" "
COSTELLO LIPPITT,	" "
B. F. WILLIAMS,	Mystic, "
E. W. HIGGINS,	Norwich, "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Monday in July.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Preferred,	\$200,000.00	2,000	\$100.00	\$200,000	6	\$12,000
Common,	400,000.00	4,000	100.00	400,000	2½	10,000
Total,	\$600,000.00	6,000	.....	\$600,000	..	\$22,000

Total number of stockholders, 213.

Total number of stockholders in this state, 194.

Amount of stock held in this state, \$568,400.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
1st Mtg. Gold.	July 1, 1904.	20	July 1, 1924.	\$375,000.00	\$375,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$18,750.00

Per mile of single track owned exclusive of sidings and turnouts, 19.755 miles

Capital stock outstanding, \$30,372.05

Funded debt outstanding, 18,982.53

Total, \$49,354.58

Construction and Equipment.

Account.	Total cost to June 30, 1910.	Additions during year.	Deductions during year.	Total cost to June 30, 1911.
Organization,	\$112,937.90			\$112,937.90
Engineering and superintend- ence,	128,571.17			128,571.17
Right of way,	24,690.37			24,690.37
Track and roadway construc- tion,	442,719.22			442,719.22
Electric line construction, . .	55,019.93			55,019.93
Real estate used in operation of road,	11,553.73			11,553.73
Buildings and fixtures used in operation of road,	61,084.56			61,084.56
Interest and discount,	24,031.16			24,031.16
Total construction,	\$860,608.04			\$860,608.04
Power plant equipment,	\$53,884.27			\$53,884.27
Shop tools and machinery, . .	1,575.12			1,575.12
Cars,	44,349.07			44,349.07
Electric equipment of cars, . .	43,619.03			43,619.03
Miscellaneous equipment, . . .	2,778.82			2,778.82
Miscellaneous,	12,860.67			12,860.67
Total equipment,	\$159,066.98			\$159,066.98
Grand total construction and equipment,	1,019,675.02			\$1,019,675.02
Cost of construction and equip- ment per mile of road owned exclusive of sidings and turnouts,				\$51,616.05

Income Account for Year ending June 30, 1911.

Gross earnings from operation,	\$119,438.49	
Operating expenses,	62,201.59	
Net earnings from operation,		\$57,236.90
Gross income less operating expenses,		\$57,236.90
Deductions from income:		
Taxes:		
Debt,	\$4,085.79	
On capital stock,	3,160.00	
On earnings (express),	166.39	
Miscellaneous: federal, etc.,	98.74	\$7,510.92

Income Account for Year ending June 30, 1911 — Concluded.**Interest:**

On funded debt,	\$18,750.00	
On floating debt,	1,894.04	20,644.04
		<hr/>

Other deductions from income:

Thames Ferry Co., ferry tickets,	4,258.87	
Sundry express accounts,	3,416.85	35,830.68
		<hr/>

Net income,	\$21,406.22
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Deductions from net income:**Reserves and special charges:**

New construction,	\$1,303.26	
Dividends, 6% on \$200,000 preferred stock,	12,000.00	
Dividends, 2½% on \$400,000 common stock,	10,000.00	23,303.26
		<hr/>

Deficit for year,	\$1,897.04
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Surplus at beginning of year,	\$28,526.11
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Profit or loss adjustments during year:**Debits:**

Balance of notes receivable,	3,800.00
Deficit,	1,897.04
	<hr/>

Surplus at close of year,	\$22,829.07
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Gross Earnings from Operation.**Car earnings:**

Passengers,	\$105,886.18
Chartered cars,	307.50
Express,	12,644.91
	<hr/>

Total,	\$118,838.59
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Miscellaneous earnings:

Advertising,	\$539.92
Other miscellaneous earnings,	59.98
	<hr/>

Total,	599.90
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Grand total,	\$119,438.49
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Operating Expenses.**Maintenance:**

Maintenance of track and roadway,	\$4,223.82
Maintenance of electric line,	651.45
Maintenance of buildings and fixtures,	242.14
	<hr/>

Total,	\$5,117.41
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Operating Expenses — Concluded.**Equipment:**

Maintenance of steam plant,	\$466.40
Maintenance of electric plant,	8.10
Maintenance of cars,	4,092.67
Maintenance of electric equipment of cars,	3,316.39
Maintenance of miscellaneous equipment,	53.75
Miscellaneous shop expenses,	239.96

Total,	8,177.27
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Transportation:

Power plant wages,	\$4,442.40
Fuel for power,	10,887.81
Water for power,	2,332.13
Lubricants and waste for power plant,	\$656.22
Miscellaneous supplies and expenses of power plant,	549.44
	1,205.66

Total,	18,868.00
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Operation of cars:

Superintendence of transportation,	\$1,500.00
Wages of conductors,	7,890.70
Wages of motormen,	8,103.23
	\$15,993.93

Wages of miscellaneous car service employees,	1,465.21
Wages of car house employees,	1,923.84
Car service supplies,	929.40
Miscellaneous car service expenses,	274.31
Cleaning and sanding track,	446.64
Removal of snow and ice,	223.30

Total,	22,756.63
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General:

Salaries of general officers,	\$2,586.82
Salaries of clerks,	1,498.00
Printing and stationery,	377.69
Miscellaneous office expense,	251.36
Advertising and attractions,	225.18
Miscellaneous general expense,	791.90
Damages,	197.33
Legal expenses in connection with damages,	51.00
Miscellaneous legal expense,	150.00
Rent of land and buildings,	291.00
Insurance,	862.00

Total,	7,282.28
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Grand total,	\$62,201.59
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Comparative General Balance Sheet.

June 30, 1910.		Assets.	June 30, 1911.		Year ending June 30, 1911.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$1,019,675.02	Construction and equip-	.....	\$1,019,675.02	.....	.....
.....	.....	ment,	.....	.....	.....	.....
.....	.....	Current asset, as fol-	.....	.....	.....	.....
.....	.....	lows :	.....	.....	.....	.....
\$11,355.49	.....	Cash,	11,083.45	.....	.....	\$272.04
4,300.00	.....	Bills receivable, . . . . .	.....	.....	.....	4,300.00
2,000.00	.....	Material and supplies,	2,000.00	.....	.....	.....
14,075.00	31,730.49	Profit and loss,	14,205.56	27,289.01	\$130.56	.....
.....
.....	\$1,051,405.51	Total, . . . . .	.....	\$1,046,964.03	\$130.56	\$4,572.04

June 30, 1910.		Liabilities.	June 30, 1911.		Year ending June 30, 1911.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$200,000.00	Capital stock, preferred,	.....	\$200,000.00	.....	.....
.....	400,000.00	Capital stock, common,	.....	400,000.00	.....	.....
.....	375,000.00	Funded debt, . . . . .	.....	375,000.00	.....	.....
.....	.....	Current liabilities as fol-	.....	.....	.....	.....
.....	.....	lows :	.....	.....	.....	.....
\$33,579.40	.....	Loans and notes payable	\$34,579.40	.....	\$1,000 00	.....
225.00	.....	Matured interest on	.....	.....	.....	.....
.....	.....	funded debt unpaid,	350 00	.....	125.00	.....
.....	.....	Miscellaneous, . . . . .	.....	.....	.....	.....
.....	.....	Accrued liabilities as fol-	.....	.....	.....	.....
.....	.....	lows :	.....	.....	.....	.....
4,700.00	.....	Taxes accrued and not	.....	.....	.....	.....
.....	.....	yet due,	4,830.56	.....	130.56	.....
9,375.00	.....	Interest on funded debt	.....	.....	.....	.....
.....	.....	accrued and not yet due	9,375.00	.....	.....	.....
.....	.....	Miscellaneous, . . . . .	.....	.....	.....	.....
.....	23,526.11	Surplus, . . . . .	.....	22,829.07	.....	\$5,697.04
.....
.....	\$1,051,405.51	Total, . . . . .	.....	\$1,046,964.03	\$1,255.56	\$5,697.04

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	421,912
Freight, mail, and express car mileage,	24,568
Total car mileage,	446,480
Passenger car hours,	32,648
Freight, mail, and express car hours,	3,095
Total car hours,	35,743
Fare passengers carried,	2,270,670
Complimentary and passes,	39,058
Total passengers carried,	2,309,728
Average fare revenue passengers, . . . . .	.0467
Average fare, all passengers including transfer passengers, . . . . .	.0459
Car earnings per car mile, . . . . .	.2662
Miscellaneous earnings per car mile, . . . . .	.0013
Gross earnings per car mile, . . . . .	.2675
Car earnings per car hour,	3.3248
Miscellaneous earnings per car hour, . . . . .	.0167
Gross earnings per car hour,	3.3415

Mileage, Traffic, and Miscellaneous Statistics — Concluded.

Operating expenses per car mile, . . . . .	.1393
Operating expenses and taxes per car mile, . . . . .	.1561
Operating expenses per car hour,	1.7402
Operating expenses and taxes per car hour,	1.9503
Operating expenses per cent. of gross earnings,	52.07
Operating expenses and taxes per cent. of gross earnings,	58.36
Average number of employees, not including officials, during year,	40
Aggregate amount of wages paid employees,	\$29,488.90
Amount of salaries paid officials,	4,086.82

NOTE — In computing "Average Fare Revenue Passengers" and "Average Fare all Passengers," the figures used for the dividend in the calculation in each case, included the cash received from the Thames Ferry Co. This amount is this company's proportion of cash received by the ferry company for tickets sold by them. These tickets (or transfers) include a ferry fare and a ride to the first fare terminal of the street railway company.

CROSSINGS, ETC.

	Number
Steam railroad crossings over grade,	3
Seam railroad crossings under grade,	1

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

50 ride school tickets sold at three cents per fare, good from 7 a. m. to 5 p. m. Special rate tickets sold at forty rides for \$1.50, good only between certain points.

Description of Road and Equipment.**TRACK.**

	Owned	Total operated
Length of road (first main track),	19.755	19.755
Length of sidings and turnouts, . . . . .	.900	.900
Total computed as single track,	20.655	20.655

RAILS.

Name of	Weight per yard.	Steel (miles of).	Total.
"T,"	70 lbs.	41.31	41.31
Girder Groove, . . . . .	.....	.25	.25
Total miles of, . . . . .	.....	41.56	41.56

Gauge of track, 4 feet 8½ inches.

Description of Road and Equipment.—Continued.

PAVING.

	Miles
Brick, . . . . .	.0132
Belgium block, . . . . .	.0965
Macadam,	2.2500
Total miles,	2.3597

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	8	.....	8
Open passenger cars,	8	2	10
Total passenger cars,	16	2	18
Express cars,	1	.....	1
Work cars,	1	.....	1
Miscellaneous, . . . . .	.....	1	1
Total,	18	3	21

EMPLOYEES.

	Average number of hours on duty per day	Wages per day
Conductors,	10	\$2.20
Motormen,	10	2.20
Watchmen,	12	2.10
Roadmen,	10	1.50
Linemen,	10	2.40
Engineers,	12	3.00
Firemen,	12	2.25
Electricians,	10	3.09
Machinists and mechanics,	10	2.10

List of all Accidents during the Year ended June 30, 1911.

Passengers injured from their own misconduct or carelessness,	15
Other persons injured from their own misconduct or carelessness,	8
Total,	23

Amount paid for injuries and damages caused by accidents:

Paid by insurance companies,	\$30.00
Paid by the company,	197.33
Total,	\$227.33

Description of Accidents.

1910.

July 4. Holmes St. Chas. Bennett fell when intoxicated; injuries slight.

July 4. Stonington Road. John Wilson jumped from moving car.

July 24. Thames St. Frank Cullen hurt left arm trying to board moving car.

August 6. Stanton Lane. H. J. Smith fell trying to board moving car.

August 19. Ashbey St. Woman fell getting off moving car.

August 20. Avery Memorial. Isabella Latham jumped from moving car; not injured.

September 9. School St. Geo. Fuller fell from running board.

September 10. Bay View Ave. Man jumped from moving car; arm and shoulder wrenched.

September 22. Jackson Ave. Mary Green got off before car stopped.

December 3. Wilbur's Crossing. G. Smith fell jumping from moving car.

December 5. Clarksville. M. B. Rose jumped from moving car and fell, cutting face.

1911.

January 9. Main St. Stephen Thomas, intoxicated, hurt side against controller box.

March 15. School St. Hans Edwards stepped in front of moving car; injuries trifling.

April 4. Grand View Park. Auto turned on track in front of moving car; man and woman bruised.

April 12. W. Mystic Ave. Daniel Cahoon fell when jumping from moving car; no injuries.

April 24. Industrial Pl. Unknown man fell in getting off moving car; not injured.

April 26. W. Mystic. Woman fell in getting off moving car; slightly bruised.

April 29. E. Main St. Minnie Minze chased a dog in front of moving car and was caught in fender; not hurt.

May 18. Thames St. Kittie Bailey fell getting off moving car; not hurt.

June 1. Groton. Fred Anderson fell trying to board moving car; not injured.

June 8. W. Mystic. Mary Wilkes jumped from moving car; not injured.

June 10. Mechanic St. Mr. Thompson tried to board moving car; fell and cut knee.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON. } ss.

Personally appeared before me, Thomas Hamilton, President, and Costello Lippitt, Treasurer, of the Groton & Stonington Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1911, according to the best of their knowledge and belief.

Signed,

THOMAS HAMILTON,
President.
COSTELLO LIPPITT,
Treasurer.

Sworn and subscribed to before me this 16th day of September, A. D. 1911.

GUY B. DOLBEARE,
Notary Public.

HARTFORD AND SPRINGFIELD STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1911.

Capital authorized by charter,	\$1,000,000.00	
Capital stock outstanding,	785,000.00	
Bonds outstanding,	961,000.00	
Floating indebtedness,	40,000.00	
Total stock, bonds, and floating debt,	1,786,000.00	
Capital stock issued per mile of road owned,	17,463.84	
Bonds issued per mile of road owned,	21,379.31	
Cost of construction,	1,306,519.13	
Cost of equipment,	478,428.65	
Total cost of construction and equipment,	1,784,947.78	
Cost of construction and equipment per mile of road owned,	39,709.62	
Gross earnings from operation,	217,214.71	
Operating expenses,	133,845.36	
Net earnings,	83,369.35	
Gross income from all sources,	83,369.35	
Per cent. of operating expenses to gross earnings,		61.61
Gross earnings per mile operated,	4,832.36	
Operating expenses per mile operated,	2,977.65	
Net earnings per mile operated,	1,854.71	
Car earnings per car mile, . . . . .	.25697	
Miscellaneous earnings per car mile, . . . . .	.00166	
Gross earnings per car mile, . . . . .	.25863	
Operating expenses per car mile, . . . . .	.15161	
Net earnings per car mile, . . . . .	.10702	
Car earnings per car hour,	3.17980	
Miscellaneous earnings per car hour, . . . . .	.02065	
Gross earnings per car hour,	3.20045	
Operating expenses per car hour,	1.97208	
Net earnings per car hour,	1.22337	
Taxes paid state,	11,883.00	
Interest paid,	49,286.36	
Dividend paid,	14,250.00	
Total length of main track owned,		44.950
Total length of main track operated,		44.950
Total car mileage,		839,821
Total car hours,		67,870
Fare passengers carried,		3,500,143

Fare passengers per mile run (passenger), . . .	4.31750
Fare passengers per car hour (passenger), . . .	58.0358
Fare passengers per mile of main track operated, . . .	77,867.47
Average fare revenue passengers, . . .	.06032
Average fare all passengers (including transfer passengers), . . .	.05768
Average number of employees during year, . . .	110
Accidents: Injured, . . .	17

Description of Lines.

From—	To—	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
East Windsor Hill	State Line.	13.000	2.823	15.823
Windsor	Suffield.	9.700	.056	9.756
Enfield Street	Somers.	7.800	.057	7.857
Warehouse Point	Union Street, Rockville,	14.450	.214	14.664
Total, . . .	.....	44.950	3.150	48.100

Corporate Name and Address of Company.

Hartford and Springfield Street Railway Co., Treasurer's office, 53 State St., Boston, Mass.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized February 11, 1895, under Connecticut laws, as the Enfield and Longmeadow Electric Railway Co.

On April 1, 1904, purchased all the rights, property and franchises of the Somers and Enfield Electric Railway Co.

On September 1, 1904, purchased all the rights, property, and franchises of the Windsor Locks Traction Co.

On July 20, 1904, purchased all the rights, property, and franchises of the Rockville, Broad Brook and East Windsor Street Railway Co.

Officers of the Company.

Name.	Title.	Official Address.
WM. A. TUCKER,	President,	Boston, Mass.
THOS. C. PERKINS,	1st Vice-President,	Hartford, Conn.
ARTHUR PERKINS,	Secretary,	" "
CHAUNCEY ELDBIDGE,	Treasurer,	Boston, Mass.
NATHAN ANTHONY,	Asst. Treasurer,	" "
H. S. NEWTON,	General Manager,	Warehouse Pt., Conn.

Directors of the Company.

Name.	Residence
FREDERICK HARRIS,	Springfield, Mass.
WM. A. TUCKER,	Boston, "
CHAUNCEY ELDRIDGE,	" "
THOS. C. PERKINS,	Hartford, Conn.
FRANCIS R. COOLEY,	" "
HAROLD W. STEVENS,	" "
NORMAND F. ALLEN,	" "
EARL D. CHURCH,	" "
HARRISON B. FREEMAN, JR.,	" "
CHAS. A. THOMPSON,	Ellington, "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, second Tuesday in October.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Total par value issued and outstanding.	DIVIDENDS DURING YEAR.	
				Rate.	Amount.
Preferred,.....	\$1,000,000.00	2,850	\$285,000.00	5	\$14,250
Common,.....		5,000	500,000.00		
Total,	\$1,000,000.00	7,850	\$785,000.00		\$14,250

Total number of stockholders, 328.

Total number of stockholders in this state, 207.

Amount of stock held in this state, \$154,400.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mortgage, .	July 1, 1901	20	July 1, 1921	\$600,000.00	\$600,000.00
Windsor Locks Traction Co., 1st Mgte.,	July 1, 1904	20	July 1, 1924	300,000.00	161,000.00
Rockville, Broad Brook & East Windsor St. Ry. Co., 1st Mgte., .	April 1, 1906	20	April 1, 1926	300,000.00	200,000.00
Total,				\$1,200,000.00	\$961,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$30,000.00
5 per cent.	January and July.	8,050.00
5 per cent.	April and October.	10,000.00
Total,	.....	\$48,050.00

Per mile of single track owned exclusive of sidings and turnouts, 44.950 miles.

Capital stock outstanding, \$17,463.84

Funded debt outstanding, 21,379.31

Total, \$38,843.15

Construction and Equipment.

Account.	Total cost to June 30, 1910.	Additions during year.	Deductions during year.	Total cost to June 30, 1911.
Track and roadway construction,	\$1,043,548.47	\$955.40	.....	\$1,044,503.87
Electric line construction,	202,419.21	.....	.....	202,419.21
Real estate used in operation of road,	45,894.86	.....	.....	45,894.86
Buildings and fixtures used in operation of road,				
Investment real estate,	10,701.19	.....	.....	10,701.19
Interest and discount, -	3,000.00	.....	.....	3,000.00
Total construction,	\$1,305,563.73	\$955.40	.....	\$1,306,519.13
Power plant equipment,	\$178,518.24	.....	.....	\$178,518.28
Shop tools and machinery,	592.61	.....	.....	592.61
Cars,	295,573.56	.....	1,200.00	294,373.56
Electric equipment of cars,				
Miscellaneous equipment,	1,075.41	\$2,658.79	.....	3,734.20
Interest and discount,	1,210.00	.....	.....	1,210.00
Total equipment,	\$476,969.86	\$2,658.79	\$1,200.00	\$478,428.65
Grand total construction and equipment,	\$1,782,533.59	\$3,614.19	\$1,200.00	\$1,784,947.78
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . . . .	.....	.....	.....	\$39,709.62

Income Account for Year ending June 30, 1911.

Gross earnings from operation,	\$217,214.71	
Operating expenses,	133,845.36	
		<hr/>
Net earnings from operation,		\$83,369.35
		<hr/>
Gross income less operating expenses,		\$83,369.35

Deductions from income:

Taxes:

On real and personal property,	\$81.00	
On capital stock,	11,883.00	
U. S. revenue,	323.93	
Miscellaneous: Over accrual,	412.07	\$12,700.00
		<hr/>

Interest:

On funded debt,	\$48,050.00		
On floating debt,	1,236.36	49,286.36	61,986.36
		<hr/>	

Net income,			\$21,382.99
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Deductions from net income:

Dividends, 5% on \$285,000 preferred stock,			14,250.00
			<hr/>

Surplus for year,			\$7,132.99
Surplus at beginning of year,			13,061.83
			<hr/>
Surplus at close of year,			\$20,194.82

Gross Earnings from Operation.

Car earnings:

Passengers,	\$211,135.44	
Mail,	859.79	
Express,	3,817.81	
		<hr/>
Total,		\$215,813.04

Miscellaneous earnings:

Advertising,	\$384.96	
Rent of land and buildings,	16.00	
Sale of power,	71.05	
Other miscellaneous earnings,	929.66	
		<hr/>
Total,		1,401.67

Grand total,			\$217,214.71
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Operating Expenses.

Maintenance:

Maintenance of track and roadway, . . .	\$14,296.83	
Maintenance of electric line, . . .	2,220.31	
Maintenance of buildings and fixtures, . . .	1,235.47	
Total, . . .		\$17,752.61

Equipment:

Maintenance of steam plant, . . .	\$2,814.06	
Maintenance of cars, . . .	9,810.83	
Maintenance of electric equipment of cars, . . .	6,666.12	
Maintenance of miscellaneous equipment, . . .	464.38	
Miscellaneous shop expenses, . . .	1,460.00	
Total, . . .		21,215.39

Transportation:

Power plant wages, . . .	\$5,122.63	
Fuel for power, . . .	23,644.00	
Lubricants and waste for power plant, . . .	813.85	
Miscellaneous supplies and expenses of power plant, . . .	92.61	
Total, . . .		29,673.09

Operation of cars:

Superintendence of transportation, . . .	\$3,354.23	
Wages of conductors, . . .	14,888.48	
Wages of motormen, . . .	14,888.48	
Wages of miscellaneous car service employees, . . .	2,627.69	
Wages of car house employees, . . .	4,320.72	
Miscellaneous car service expenses, . . .	101.68	
Total, . . .		40,181.28

General:

Salaries of general officers, . . .	\$4,600.00	
Salaries of clerks, . . .	2,562.74	
Miscellaneous office expenses, . . .	1,404.02	
Advertising and attractions, . . .	4,048.10	
Miscellaneous general expense, . . .	1,609.95	
Miscellaneous legal expense, . . .	171.15	
Rent of tracks and terminals, . . .	587.69	
Insurance:		
Fire, . . .	3,213.58	
Accident, . . .	6,174.54	
Freight and express, conductors, motormen, and trainmen, . . .	201.48	
Loss and damage, . . .	33.15	
Stationery and printing, . . .	416.59	
Total, . . .		25,022.99
Grand total, . . .		\$133,845.36

Comparative General Balance Sheet.

Total, June 30, 1910.	Assets.	Total, June 30, 1911.	Increase, year ending June 30, 1911.	Decrease, year ending June 30, 1911.
\$1,782,533.59	Construction and equip- ment,	\$1,784,947.78	\$2,414.19	.....
11,040.24	Other permanent invest- ments as follows:			
2,441.83	Stocks and bonds of other companies,	13,540.24	2,500.00	.....
3 400.69	Current assets, as follows:			
7,045.29	Cash,	2,706.26	264.43	.....
1,595.45	Bills receivable,	6,148.88	2,748.19	.....
	Material and supplies,	10,585.73	3,540.44	.....
	Prepaid accounts,	1,488.88	.....	\$106.57
\$1,808,057.09	Total, . . .	\$1,819,417.77	\$11,467.25	\$106.57

Total, June 30, 1910.	Liabilities.	Total, June 30, 1911.	Increase, year ending June 30, 1911.	Decrease, year ending June 30, 1911.
\$285,000.00	Capital stock, preferred,	\$285,000.00	.....	.....
500,000 00	Capital stock, common,	500,000.00	.....	.....
961,000.00	Funded debt,	961,000.00	.....	.....
	Current liabilities as fol- lows:			
34,000.00	Loans and notes pay- able,	40,000.00	\$6,000.00	.....
3,484.11	Accounts payable,	1,425.45	.....	\$2,058.66
	Accrued liabilities as fol- lows:			
9,011.16	Taxes accrued and not yet due,	9,297.51	286.35	.....
2,499.99	Interest on funded debt accrued and not yet due,	2,499.99	.....	.....
13,061.83	Surplus,	20,194.82	7,132.99	.....
\$1,808,057.09	Total, . . .	\$1,819,417.77	\$13,419.34	\$2,058.66

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	810,686
Freight, mail, and express car mileage,	29,135
Total car mileage,	839,821
Passenger car hours,	60,310
Freight, mail, and express car hours,	7,560
Total car hours,	67,870
Fare passengers carried,	3,500,143
Transfer passengers carried,	160,502
Total passengers carried,	3,660,645
Average fare, revenue passengers, . . . . .	.06032

Mileage, Traffic, and Miscellaneous Statistics—Continued.

Average fare, all passengers (including transfer passengers), . . . . .	.05768
Car earnings per car mile, . . . . .	.25697
Miscellaneous earnings per car mile, . . . . .	.00166
Gross earnings per car mile, . . . . .	.25863
Car earnings per car hour,	3.17980
Miscellaneous earnings per car hour, . . . . .	.02065
Gross earnings per car hour,	3.20045
Operating expenses per car mile, . . . . .	.15161
Operating expenses and taxes per car mile, . . . . .	.16673
Operating expenses per car hour,	1.97208
Operating expenses and taxes per car hour,	2.1592
Operating expenses per cent. of gross earnings,	61.61
Operating expenses and taxes per cent. of gross earnings,	67.46
Average number of employees, not including officials, during year,	110
Aggregate amount of wages paid employees,	\$71,615.03
Amount of salaries paid officials,	4,600.00

CROSSINGS, ETC.

	Number.
Steam railroad crossings over grade,	3
Steam railroad crossings under grade,	2

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

Books of 52 tickets each are sold for \$2.60, good only during the month in which they are sold.

NOTE—In order to arrive at correct results in computing the operating expense per car mile, it is necessary to take into consideration the fact that the cars of this company operated, during the period covered by this report, 347,604 miles over the tracks of the Hartford lines of the Connecticut Company in excess of the mileage reported, viz., 839,821. The accounts effected are 6, 7, 9, and 20, which amount to \$22,257.67. Dividing this figure by the combined mileage, viz., 1,187,425, shows the actual cost of maintenance of cars and equipment per mile as \$0.01874. Deducting this amount, viz., \$22,257.67, from the total cost of operation, \$133,845.36, leaves a balance of \$111,587.69, to be divided by the actual number of car miles operated over the tracks of the Hartford & Springfield Street Railway Company, viz., 839,821, showing a cost per car mile of .13287, and the sum of these two items gives the gross operating expenses per car mile as .15161, as shown in the report.

Description of Road and Equipment.

	TRACK.	
	Owned.	Operated.
Length of road (first main track),	44.950	44.950
Length of sidings and turnouts,	3.150	3.150
Total computed as single track,	48.100	48.100

Description of Road and Equipment — *Continued.*

RAILS.

Name of	Weight per yard.	Steel (Miles of).	Total.
"T,"	56, 60, 70	48.100	48.100

Gauge of track, 4 feet 8½ inches.

PAVING.

Macadam,	Miles. 2.330
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CARS, ETC.

	With electric equip-ment.	Without electric equip-ment.	Total number.
Closed passenger cars equipped with full vestibule,	17	.....	17
Open passenger cars,	25	.....	25
Total passenger cars,	42	.....	42
Express cars,	2	.....	2
Work cars,	3	.....	3
Snow plows,	3	.....	3
Total,	50	.....	50

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	9.5	21c. to 24c. per hour
Motormen,	9.5	21c. to 24c. per hour
Starters,	10	\$2.50
Watchmen,	12	2.25
Switchmen,	10	1.50
Roadmen,	10	1.50
Linemen,	10	\$2.00 to \$3.30
Engineers,	12	2.50 to 4.00
Firemen,	12	2.25
Electricians,	10	3.00
Machinists and mechanics,	10	2.00 to 4.00

List of all Accidents during the Year ended June 30, 1911.

Cause and nature of injury.	Injured from causes beyond their own control.	Injured from their own misconduct or carelessness.	TOTAL.	
			Killed.	Injured.
Passengers,	3	11	.....	14
Employees, . . . . .	.....	2	.....	2
Other persons, . . . . .	.....	1	.....	1
Total,	3	14	.....	17

Description of Accidents.

1910.

August 9. Intoxicated man ran into side of car; nose broken.

August 7. Man stepped from moving car; shoulder broken.

September 12. Team struck by car; man was injured about hand.

November 28. Man stepped from moving car; face cut.

December 27. Intoxicated man attempted to board car; face cut.

1911.

January 27. Car ran off track; man had finger broken.

January 28. Woman bruised foot while boarding car.

March 16. Man cut on face by broken car window.

March 23. Employee stepped from moving car; face cut.

April 24. Man struck by pole while leaning too far from running board; face cut.

May 14. Man struck by pole while leaning out too far; head badly bruised.

June 17. Employee stepped from moving car; face cut.

June 12. Man jumped from moving car; cut about head.

June 16. Woman stepped from moving car; knee slightly injured.

June 25. Man jumped from moving car; face slightly cut.

June 25. Man jumped from moving car; face and hand cut.

June 30. Man stepped from moving car; face and arm cut.

Oath.

COMMONWEALTH OF MASSACHUSETTS, }
COUNTY OF SUFFOLK. } ss.

Personally appeared before me, Wm. A. Tucker, President, and Chauncey Eldridge, Treasurer, of the Hartford & Springfield Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1911, according to the best of their knowledge and belief.

Signed,

WM. A. TUCKER,

President.

CHAUNCEY ELDRIDGE,

Treasurer.

Sworn and subscribed to before me, this 14th day of September, A. D. 1911.

DAN'L K. SNOW,

Notary Public.

NEW LONDON AND EAST LYME STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1911.

Capital authorized by charter,	\$225,000.00	
Capital stock outstanding,	150,000.00	
Bonds outstanding,	200,000.00	
Floating indebtedness,	172,774.08	
Total stock, bonds, and floating debt,	522,774.08	
Capital stock issued per mile of road owned,	13,636.36	
Bonds issued per mile of road owned,	18,181.82	
Cost of construction,	402,230.33	
Cost of equipment,	103,780.48	
Total cost of construction and equipment,	506,010.81	
Cost of construction and equipment per mile of road owned,	46,000.98	
Gross earnings from operation,	46,732.45	
Operating expenses,	38,462.76	
Net earnings,	8,269.69	
Gross income from all sources,	8,269.69	
Per cent. of operating expenses to gross earnings,		82.30+
Gross earnings per mile operated,	4,248.40	
Operating expenses per mile operated,	3,496.61	
Net earnings per mile operated,	751.79	
Car earnings per car mile, . . . . .	.24124	
Miscellaneous earnings per car mile, . . . . .	.00027	
Gross earnings per car mile, . . . . .	.24151	
Operating expenses per car mile, . . . . .	.19877	
Net earnings per car mile, . . . . .	.04274	
Car earnings per car hour,	2.751+	
Miscellaneous earnings per car hour, . . . . .	.003+	
Gross earnings per car hour,	2.754+	
Operating expenses per car hour, . . . . .	.2267+	
Net earnings per car hour, . . . . .	.0487+	
Taxes paid state,	2,275.38	
Interest paid,	19,716.45	
Total length of main track owned,		11.000
Total length of main track operated,		11.000
Total car mileage,		193,502.35
Total car hours,		16,967
Fare passengers carried,		928,443
Fare passengers per mile run (passenger),		5.4008+
Fare passengers per car hour (passenger),		61.53+

Fare passengers per mile of main track operated,	84,404
Average fare revenue passengers,	4.722+
Average number of employees during year, .	18
Accidents: Killed,	1
Injured,	3

Description of Lines.

From	To	Length of road (first main track).	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
New London, Ct.	Niantic, Ct.	11.000	11.000	.1382	11.1382

Corporate Name and Address of Company.

The New London and East Lyme Street Railway Company.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Chartered as The East Lyme Street Railway Company, 1899. In 1901 time for organization extended to May 17, 1903. Organized February 7, 1903. By amendment to charter, 1903, the time allowed for construction was extended to July 1, 1905. Charter again amended 1905, and said time extended to July 1, 1907. Construction began March, 1905. Part of road opened October 7, 1905. Construction and equipment practically completed December 7, 1905. Name changed December, 1904, to The New London and East Lyme Street Railway Company.

Officers of the Company.

Name.	Title.	Official Address.
THOMAS HAMILTON,	President,	New London, Conn.
W. R. DENISON,	Vice-President,	Groton, "
FREDERICK P. LATIMER,	Secretary,	New London, "
S. W. C. JONES,	Treasurer,	" "
L. G. RUDD,	Superintendent,	" "

Directors of the Company.

Name.	Residence.
THOMAS HAMILTON,	Groton, Conn.
S. W. C. JONES,	Greenwich, "
CHAS. H. KLINCK,	New London, "
CHAPMAN H. HYAMS, JR.,	New Orleans, La.
J. R. LINSLEY,	New London, Conn.
S. B. MANWARING,	Waterford, "
PHILIP C. DUNFORD,	New London, "
FREDERICK P. LATIMER,	Groton, "
W. R. DENISON,	" "

Date of close of fiscal year,

Date of stockholders' annual meeting,

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Preferred, . . .	\$70,000	700	\$100	\$70,000
Common, . . .	155,000	800	100	80,000
Total, . . .	\$225,000	1,500	.....	\$150,000

Total number of stockholders, 54.

Total number of stockholders in this state, 46.

Amount of stock held in this state, \$135,900.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
Coupon bonds, .	Apr. 1, 1905	30	1935	\$200,000	\$200,000

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	April and October.	\$10,000

Per mile of single track owned exclusive of sidings and turnouts, 11 miles.

Capital stock outstanding, \$13,636.36

Funded debt outstanding, 18,181.82

Total, \$31,818.18

Construction and Equipment.

Account.	Total cost to June 30, 1910.	Additions during year.	Deductions during year.	Total cost to June 30, 1911.
Organization,	\$27,231.75	\$35.00	.....	\$27,266.75
Engineering and superintendence,	7,070.52	1,467.61	.....	8,538.13
Right of way,	800.00	3,573.38	.....	4,373.38
Track and roadway construction,	211,302.01	.....	.....	211,302.01
Electric line construction,	65,115.86	24,125.92	\$8,000.00	81,241.78
Real estate used in operation of road,	375.00	.....	.....	375.00
Buildings and fixtures used in operation of road,	20,918.21	.....	.....	30,918.21
Investment real estate,	7,511.94	.....	.....	7,511.94
Interest and discount,	31,566.05	.....	.....	31,566.05
Miscellaneous,	9,137.08	.....	.....	9,137.08
Total construction,	\$381,028.42	\$29,201.91	\$8,000.00	\$402,230.33
Power plant equipment,	\$19,718.50	\$11,418.47	\$5,500.00	\$25,636.97
Shop tools and machinery,	49.65	.....	.....	49.65
Cars,	70,908.13	.....	.....	70,908.13
Electric equipment of cars,	3,873.79	.....	.....	3,873.79
Miscellaneous equipment,	1,356.08	.....	.....	1,356.08
Interest and discount,	1,672.83	145.95	.....	1,818.78
Miscellaneous,	137.08	.....	.....	137.08
Total equipment,	\$97,716.06	\$11,564.42	\$5,500.00	\$103,780.48
Grand total construction and equipment,	\$478,744.48	\$40,766.33	\$13,500.00	\$506,010.81

Income Account for Year ending June 30, 1911.

Gross earnings from operation,	\$46,732.45		
Operating expenses,	38,462.76		
Net earnings from operation,			\$8,269.69
Gross income less operating expenses,			\$8,269.69
Deductions from income:			
Taxes:			
On real and personal property,	\$52.00		
On capital stock,	2,275.38	\$2,327.38	
Interest:			
On funded debt,	\$10,000.00		
On real estate mortgages,	75.00		
On floating debt,	9,641.45	19,716.45	22,043.83
Deficit,			\$13,774.14
Deficit at beginning of year,			25,477.19
Deficit at close of year,			\$39,251.33

Gross Earnings from Operation.

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Car earnings:	
Passengers,	\$43,841.20
Freight,	2,640.11
Mail,	200.00
Total,	\$46,681.31
Miscellaneous earnings:	
Other miscellaneous earnings,	\$51.14
Total,	\$51.14
Grand total,	\$46,732.45

Operating Expenses.

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Maintenance:	
Maintenance of track and roadway,	\$1,229.21
Maintenance of electric line,	326.27
Maintenance of buildings and fixtures,	13.74
Total,	\$1,569.22

Operating Expenses.—Continued.

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Equipment:

Maintenance of cars, . . .	\$1,888.54
Maintenance of electric equipment of cars, . . .	517.45
Miscellaneous shop expenses, . . .	19.80
Total,	\$2,425.79

Transportation:

Power plant wages, . . .	\$796.73
Miscellaneous supplies and expenses of power plant, . . .	162.85
Hired power,	14,496.48
Total,	\$15,456.06

Operation of cars:

Superintendence of trans- portation,	\$1,300.00
Wages of conductors, . . .	3,320.14
Wages of motormen, . . .	3,323.25
Wages of car house em- ployees,	845.69
Car service supplies, . . .	23.65
Miscellaneous car service ex- penses,	63.70
Cleaning and sanding track, . . .	435.57
Removal of snow and ice, . . .	18.11
Total,	\$9,330.11

General:

Salaries of clerks, . . .	\$776.00
Printing and stationery, . . .	99.95
Miscellaneous office expense, . . .	231.24
Advertising and attractions, . . .	1,985.02
Miscellaneous general ex- pense,	337.79
Damages,	151.77
Rent of tracks and terminals, . . .	6,079.81
Insurance,	120.00

Grand total, \$38,462.76

Comparative General Balance Sheet.

Total, June 30, 1910.	Assets.	Total, June 30, 1911.	Increase, year ending June 30, 1911.	Decrease, year ending June 30, 1911.
\$478,744.48	Construction and equipment,	\$506,010.81	\$27,266.33	.....
1,712.54	Current assets, as follows:			
375.00	Cash,	375.00	.....	\$1,712.54
25,477.19	Accounts receivable,	39,251.33	13,774.14	.....
	Deficit,			
\$506,309.21	Total,	\$545,637.14	\$41,040.47	\$1,712.54

Comparative General Balance Sheet — *Continued.*

Total, June 30, 1910.	Liabilities.	Total, June 30, 1911.	Increase, year ending June 30, 1911.	Decrease, year ending June 30, 1911.
\$70,000.00	Capital stock, preferred,	\$70,000.00	.....	.....
80,000.00	Capital stock, common,	80,000.00	.....	.....
200,000.00	Funded debt,	200,000.00	.....	.....
1,500.00	Real estate mortgages,	1,500.00	.....	.....
	Current liabilities, as follows :			
143,187.27	Loans and notes payable,	172,774.08	\$29,586.81	.....
9,121.94	Accounts payable,	18,004.01	8,882.07	.....
	Accrued liabilities as follows :			
2,500.00	Interest on funded debt ac- crued and not yet due,	2,500.00	.....	.....
.....	Overdraft at bank,	859.05	859.05	.....
\$506,309.21	Total,	\$545,637.14	\$39,327.93	.....

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	171,905.35
Freight, mail, and express car mileage,	21,597
Total car mileage,	193,502.35
Passenger car hours,	15,089
Freight, mail, and express car hours,	1,878
Total car hours,	16,967
Fare passengers carried,	928,443
Total passengers carried,	928,443
Average fare, revenue passengers,	4.722
Car earnings per car mile, . . . . .	.24124
Miscellaneous earnings per car mile, . . . . .	.00027
Gross earnings per car mile, . . . . .	.24151
Car earnings per car hour,	2.751
Miscellaneous earnings per car hour, . . . . .	.003
Gross earnings per car hour,	2.754
Operating expenses per car mile, . . . . .	.19877+
Operating expenses and taxes per car mile, . . . . .	.2108+
Operating expenses per car hour,	2.267+
Operating expenses and taxes per car hour,	2.404+
Operating expenses per cent. of gross earnings,	82.30+
Operating expenses and taxes per cent. of gross earnings,	87.28+
Average number of employees, not including officials, during year,	18
Aggregate amount of wages paid employees,	\$11,436.65

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

Round trip tickets, New London to Niantic, 30 cents.

Round trip tickets, Flanders to New London, 25 cents.

School tickets, three cents each, in book form, 25 tickets for 75 cents.

Commutation books from Niantic, \$3.00; coupon ticket books, \$5.00 for 100 tickets.

Description of Road and Equipment.

TRACK.

	Owned.	Total operated.
Length of road (first main track), . . .	11.000	11.000
Total length of main track, . . .	11.000	11.000
Length of sidings and turnouts, . . .	.1382	.1382
Total computed as single track, . . .	11.1382	11.1382

RAILS.

Name of, "T"; weight per yard, 70 lbs.; steel (miles of), 11.1382.
 Gauge of track, 4 feet 8½ inches.

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	4	.....	4
Open passenger cars,	5	.....	5
Total passenger cars,	9	.....	9
Combination cars,	1	.....	1
Work cars, . . . . .	.....	1	1
Snow plows, . . . . .	.....	1	1
Total,	10	2	12

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	9	\$2.10
Motormen,	9	2.10
Watchmen,	12	2.50
Roadmen,	9	2.00
Linemen,	9	2.50
Electricians,	12	2.50
Machinists and mechanics,	10	2.25

List of all Accidents during the Year ended June 30, 1911.

Persons other than passengers or employees killed from their own misconduct or carelessness,	1
Persons other than passengers or employees injured from their own misconduct or carelessness,	3
Total,	4

Description of Accidents.

1910.

October 5. Unknown man killed; drunk, lying on track at curve in the road.

1911.

January 30. John McQueen, when within about three car lengths from station, stepped off the moving car; was carried back to New London on car; taken to Dr. Ross Black's office; remained with him until we obtained doctor's consent to go. Arranged for ambulance to carry him to hospital, leaving him in care of Dr. Black and Policeman Casey. This accident occurred at Station 7.

June 2. Mr. James Walker, when leaving Station 10, moved to end of seat, started to get out on running board, and fell off just as we went over the frog of the switch; cut about the head and hand; was taken to hospital, where he soon recovered.

June 14. At Station 5, Mrs. John Winslow stepped down onto the running board, and just as the car was stopping, Mrs. Winslow stepped off backwards, falling on her back. Conductor assisted in picking her up, she, saying at the time, she was all right.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON. } ss.

Personally appeared before me, Thomas Hamilton and S. W. C. Jones, President and Treasurer of The New London and East Lyme Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1911, according to the best of their knowledge and belief.

Signed,

THOMAS HAMILTON,
President.

S. W. C. JONES,
Treasurer.

Sworn and subscribed to before me this 18th day of September, A. D. 1911.

FREDERICK P. LATIMER,
Commissioner of the Superior Court.

NEW YORK AND STAMFORD RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1911.

Capital authorized by charter,	\$500,000.00	
Capital stock outstanding,	500,000.00	
Bonds outstanding,	700,000.00	
Floating indebtedness,	412,906.50	
Total stock, bonds, and floating debt,	1,612,906.50	
Capital stock issued per mile of road owned,	24,740.22	
Bonds issued per mile of road owned,	34,636.32	
Cost of construction,	858,767.68	
Cost of equipment,	697,746.85	
Total cost of construction and equipment,	1,556,514.53	
Cost of construction and equipment per mile of road owned,	77,017.05	
Gross earnings from operation,	329,135.21	
Operation expenses,	222,656.71	
Net earnings,	106,478.50	
Income from other sources,	582.26	
Gross income from all sources,	107,060.76	
Per cent. of operating expenses to gross earnings,		67.65
Gross earnings per mile operated,	10,515.50	
Operating expenses per mile operated,	7,113.63	
Net earnings per mile operated,	3,401.87	
Car earnings per car mile,	30.14	
Miscellaneous earnings per car mile, . . . . .	.43	
Gross earnings per car mile,	30.57	
Operating expenses per car mile,	20.68	
Net earnings per car mile,	9.89	
Car earnings per car hour,	2.86	
Miscellaneous earnings per car hour, . . . . .	.04	
Gross earnings per car hour,	2.90	
Operating expenses per car hour,	1.96	
Net earnings per car hour, . . . . .	.94	
Taxes paid state (New York),	1,968.44	
Interest paid,	49,037.87	
Dividend paid,	15,000.00	
Total length of main track owned,		20.21
Total length of main track operated,		31.30
Total car mileage,		1,076,320

Total car hours,	113,339
Fare passengers carried,	6,467,840
Fare passengers per mile run (passenger),	6.009
Fare passengers per car hour (passenger),	57.066
Fare passengers per mile of main track operated,	206,640
Average fare revenue passengers,	4.98
Average fare all passengers (including transfer passengers),	4.512
Average number of employees during year,	219
Accidents: Injured,	12

Description of Lines.

From —	To —	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Liberty Sq., Port Chester	Dean Pl., Larchmont	8.58	3.49	12.07	1.61	13.68
Dean Place, Larchmont	Huguenot and Mechanic Sts., New Rochelle	1.87	.....	1.87	0.07	1.94
Boston Post Road	Larchmont Manor	0.79	.....	0.79	0.02	0.81
Franklin Ave.	Railroad Station	0.16	0.06	0.22	0.05	0.27
Palmer Ave.	Railroad Ave.	0.11	.....	0.11	.....	0.11
Elm Place, Rye	Meadow St.	0.52	.....	0.52	0.03	0.55
Purdy Ave., Rye	Rye Station	0.12	.....	0.12	.....	0.12
Midland Ave., Rye	Rye Beach	1.88	1.75	3.63	0.18	3.81
Liberty Sq., Port Chester	N. Y. Conn. Line	0.44	0.37	0.81	0.01	0.82
N. Y. Conn. Line	Mianus River	5.62	0.45	6.07	0.72	6.79
Mianus River	Atlantic Sq., Stamford	2.97	0.07	3.04	0.17	3.21
Mill St., Pt. Chester	Byram River	0.59	0.57	1.16	.....	1.16
Liberty Square	Monroe Place	0.89	.....	0.89	0.03	0.92
	Totals,	24.54	6.76	31.30	2.89	34.19

Corporate Name and Address of Company.

New York and Stamford Railway Co., Port Chester, N. Y.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized August 3, 1901. Consolidation of Larchmont Horse Railway Co. and Port Chester Street Railway Co. Incorporated under laws of the State of New York.

Officers of the Company.

Name.	Title.	* Official address.
C. S. MELLE,	President,	New Haven, Conn.
E. G. BUCKLAND,	Vice-President,	" "
H. M. KOCHERSPERGER,	Vice-President,	" "
A. E. CLARK,	Secretary,	" "
A. S. MAY,	Treasurer,	" "
T. F. PARADISE,	Asst. Treasurer,	" "
C. L. CAMPBELL,	Auditor,	" "
J. B. POTTER,	Manager,	Port Chester, N. Y.
E. D. ROBBINS,	General Counsel,	New Haven, Conn.
C. H. HEMPSTEAD,	Asst. Secretary,	" "
R. E. HACKETT,	Claim Agent,	Port Chester, N. Y.
J. H. SANFORD,	Purchasing Agent,	New Haven, Conn.
C. C. ELWELL,	Engineer,	" "
WILLIAM W. YOUNG,	Superintendent,	Port Chester, N. Y.
M. J. LEARY,	Gen. Fgt. and Pass. Agt.,	New Haven, Conn.

Directors of the Company.

Name.	Residence.
C. S. MELLE,	New Haven, Conn.
GEORGE J. BRUSH,	" "
WILLIAM MURRAY,	Larchmont, N. Y.
R. J. WALSH,	Greenwich, Conn.
H. M. KOCHERSPERGER,	New Haven, "
JAMES S. HEMINGWAY,	" "
CHARLES F. BROOKER,	Ansonia, "
CHARLES A. SINGER,	Larchmont, N. Y.
JAMES S. ELTON,	Waterbury, Conn.

Date of close of fiscal year, June 30, 1911.

Date of stockholders' annual meeting, September 13th.

Capital Stock.

Description.	* Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	Dividends during year.	
					Rate.	Amount.
Common,	\$500,000.00	5,000	\$100.00	\$500,000.00	3%	\$15,000.00
Total,	\$500,000.00	5,000	.....	\$500,000.00	....	\$15,000.00

Total number of stockholders, 10.

Total number of stockholders in this state, 8.

Amount of stock held in this state, \$499,800.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
1st Mtg. Gold Bonds,	Oct. 1, 1901	30	Oct. 1, 1931	\$450,000	\$426,000
1st " " "	Nov. 1, 1908	50	Nov. 1, 1958	426,000	274,000
Total, . .	.....	.....	.....	\$876,000	\$700,000

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	April and October.	\$21,300.00
4 per cent.	May and November.	10,960.00
Total, . .	.....	\$32,260.00

Per mile of single track owned exclusive of sidings and turnouts, 20.21 miles.

Capital stock outstanding, \$24,740.22

Funded debt outstanding, 34,636.32

Total, \$59,376.54

Construction and Equipment.

Account.	Total cost to June 30, 1910.	Additions during year.	Deductions during year.	Total cost to June 30, 1911.
Organization,	\$54,888.89			\$54,888.89
Engineering and superintend- ence,	40,058.86	\$120.82	\$465.29	39,714.39
Right of way,	72,703.41			72,703.41
Track and roadway construc- tion,	433,280.68	1,658.86	249.60	434,689.94
Electric line construction, . .	143,692.81	114.40	19.10	143,788.11
Real estate used in operation of road,	12,334.32		108.40	12,225.92
Buildings and fixtures used in operation of road,	53,838.32	461.46	280.00	54,019.78
Interest and discount,	26,686.47			26,686.47
Miscellaneous,	20,050.77			20,050.77
Total construction,	\$857,534.53	\$2,355.54	\$1,122.39	\$858,767.68
Power plant equipment,	\$107,040.04	\$257.52		\$107,297.56
Shop tools and machinery, . .	2,789.06			2,789.06
Cars,	188,365.20	15,287.78	\$54.77	203,598.21
Electric equipment of cars, . .	158,596.29	11,940.12		170,536.41
Miscellaneous equipment, . . .	8,438.79	396.72		8,835.51
Miscellaneous,	204,690.10			204,690.10
Total equipment,	\$669,919.48	\$27,882.14	\$54.77	\$697,746.85
Grand total construction and equipment,	\$1,527,454.01	\$30,237.68	\$1,177.16	\$1,556,514.53
Cost of construction and equip- ment per mile of road owned exclusive of sidings and turnouts,				\$77,017.05

Income Account for Year ending June 30, 1911.

Gross earnings from operation,	\$329,135.21
Operating expenses,	222,656.71
Net earnings from operation,	\$106,478.50
Miscellaneous income:	
Interest on deposits,	582.26
Gross income less operating expenses,	\$107,060.76

Income Account for year ending June 30, 1911 — Continued.**Deductions from income:****Taxes:**

On real and personal property,	\$10,324.10	
On earnings,	2,862.95	
Miscellaneous: U. S. Int. Revenue,	438.22	\$13,625.27

Interest:

On funded debt,	\$32,260.00	
On floating debt,	16,777.87	49,037.87

Rent of leased lines,	20,000.00	
Amortization of debt discount and expense,	108.60	82,771.74

Net income,		\$24,289.02
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Deductions from net income:

Dividends, 3% on \$500,000.00 common stock,	15,000.00
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Surplus for year,	\$9,289.02
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Surplus at beginning of year,	\$78,487.05
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Profit or loss adjustments during year:**Debits:**

Taxes paid covering period prior to July 1, 1910,	2,000.00	76,487.05
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Surplus at close of year,	\$85,776.07
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Gross Earnings from Operation.**RAILROAD COMMISSIONERS.****INTERSTATE COMMERCE COMMISSION.****Car earnings:**

Passengers,	\$322,443.44
Chartered cars,	2,053.00

Total,	\$324,496.44
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Passenger revenue,	\$322,443.44
Parlor chair and special revenue,	2,053.00

\$324,496.44

Miscellaneous earnings:

Advertising,	1,192.35
Rent of land and buildings,	21.65
Rent of tracks,	273.75
Rent of equipment,	1,319.83
Sale of power,	385.23
Other miscellaneous earnings,	1,445.96

Total,	\$4,638.77
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Grand total,	\$329,135.21
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Station and car privileges,	\$1,192.35
Rent of buildings and other property,	21.65
Rent of tracks and terminals,	273.75
Rent of equipment,	1,319.83
Power,	385.23
Miscellaneous transportation revenue,	1,445.96

\$4,638.77

Grand total,	\$329,135.21
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Operating Expenses.

RAILROAD COMMISSIONERS.

Maintenance:	
Maintenance of track and roadway,	\$24,085.94

Maintenance of electric line,	4,977.26
Maintenance of buildings and fixtures,	1,092.29
Total,	\$30,155.49

Equipment:	
Maintenance of steam plant,	\$1,095.62
Maintenance of cars,	10,822.45
Maintenance of electric equipment of cars,	4,283.47
Maintenance of miscellaneous equipment,	990.79
Miscellaneous shop expenses,	1,085.86
Total,	\$18,278.19

Transportation:	
Power plant wages,	\$6,992.94
Fuel for power,	20,050.42
Water for power,	1,239.76
Lubricants and waste for power plant,	527.62
Miscellaneous supplies and expenses of power plant,	416.02
Hired power,	2,126.06
Total,	\$31,352.82

Operation of cars:	
Superintendence of transportation,	\$5,747.22
Wages of conductors,	26,282.79
Wages of motormen,	28,696.00
Wages of miscellaneous car service employees,	73.56
Wages of car house employees,	5,033.95

INTERSTATE COMMERCE COMMISSION.

Superintendence of way and structures,	\$1,649.87
Ballast,	277.89
Ties,	1,720.93
Rails,	1,600.18
Rail fastenings and joints,	791.62
Special work,	1,856.44
Roadway and track labor,	10,676.17
Paving,	4,911.36
Miscellaneous roadway and track expenses,	274.34
Bridges, trestles, and culverts,	276.77
Crossings, fences, cattleguards, and signs,	21.96
Other miscellaneous way and structure,	28.16
Dr. other operations Dr. . . . .	.25
Signal and interlocking systems,	80.07
Poles and fixtures,	2,238.95
Distribution system,	2,390.53
Miscellaneous electric line expense,	267.71
Buildings and structures,	1,092.29
Power plant equipment,	1,095.62
Passenger and combination cars,	10,822.45
Electrical equipment of cars,	4,283.47
Service cars,	981.19
Horses and vehicles,	9.60
Superintendence of equipment,	809.85
Shop machinery and tools,	45.83
Shop expense,	230.18

Power plant employees,	6,992.94
Fuel for power,	20,050.42
Water for power,	1,239.76
Lubricants for power,	527.62
Miscellaneous power plant supplies and expenses,	416.02
Sub-station supplies and expenses,	942.64
Other operations Dr.,	2.56
Power purchased,	2,123.50
Superintendence of transportation,	5,747.22
Passenger conductors, motormen, and trainmen (divided equally between the two accounts),	54,978.79
Miscellaneous car service employees,	73.56
Car house employees,	5,033.95
Car service supplies,	3,374.80

Operating Expenses — *Continued.*

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Operations of cars — *continued.*

Car service supplies, . . .	3,374.80
Miscellaneous car service expenses, . . .	902.69
Hired equipment, . . .	755.79
Cleaning and sanding track, . . .	3,299.73
Removal of snow and ice, . . .	493.61
Total, . . .	<u>\$74,660.14</u>

Car house expense, . . .	765.35
Other transportation expense, . . .	137.34
Hired equipment, . . .	755.79
Cleaning and sanding track, . . .	3,299.73
Removal of snow, ice, and sand, . . .	493.61
Superintendent and solicitation, . . .	267.40

General:

Salaries of general officers, . . .	\$2,948.59
Salaries of clerks, . . .	2,930.32
Printing and stationery, . . .	657.53
Miscellaneous office expense, . . .	810.67
Stores expense, . . .	1,154.45
Stable expense, . . .	2.49
Advertising and attractions, . . .	744.47

Salaries and expenses general officers, . . .	2,681.19
Salaries and expenses general office clerks, . . .	2,930.32
Stationery and printing, . . .	657.53
General office supplies and expenses, . . .	810.67
Stores expense, . . .	1,154.45
Stable expense, . . .	2.49
Advertising, . . .	744.47

Miscellaneous general expense, . . .	2,427.95
Damages, . . .	14,315.22
Miscellaneous legal expense, . . .	297.25
Rent of land and buildings, . . .	86.91
Rent of tracks and terminals, . . .	37,586.36
Insurance, . . .	4,247.86

Telephone and telegraph systems, . . .	1,107.83
Operating telephone and telegraph systems, . . .	38.28
Miscellaneous general expense, . . .	1,281.84
Injuries and damages, . . .	14,315.22
Law expense, . . .	297.25
Station rent general, . . .	86.91
Rent of tracks and terminals, . . .	37,586.36
Insurance, . . .	4,247.86

Grand total, . . . \$222,656.71

Grand total, . . . \$222,656.71

Detailed Statement of Rentals of Leased Lands.

Name of Lessor.	Portion not included in foregoing payment of interest or dividends.	Total amount of rental paid by lessee.
New York, New Haven and Hartford Railroad Co.,	\$20,000.00	\$20,000.00
Totals, . . .	\$20,000.00	\$20,000.00

Comparative General Balance Sheet.

Total June 30, 1910.	Assets.	Total, June 30, 1911.	Increase, year ending June 30, 1911.	Decrease, year ending June 30, 1911.
\$1,527,454.01	Construction and equip- ment,	\$1,556,514.53	\$29,060.52	.....
.....	Construction work in prog- ress,	36,406.34	36,406.34	.....
	Current Assets as follows :			
26,607.80	Cash,	51,813.37	25,205.57	.....
15,452.22	Accounts receivable, . .	33,657.63	18,205.41	.....
45,270.61	Materials and supplies, .	93,600.30	48,329.69	.....
1,340.21	Prepaid accounts, . . .	829.25	.....	\$510.96
550.00	Coupon special deposits, .	520.00	.....	30.00
1,181.60	Items in suspense, . . .	1,536.37	354.77	.....
5,250.76	Unamortized debt, dis- count and expense. . .	5,142.16	.....	108.60
\$1,623,107.21	Total,	\$1,780,019.95	\$157,562.80	\$649.56

Total, June 30, 1910.	Liabilities.	Total, June 30, 1911.	Increase, year ending June 30, 1911.	Decrease, year ending June 30, 1911.
\$500,000.00	Capital stock, common, .	\$500,000.00	.....	.....
700,000.00	Funded debt,	700,000.00	.....	.....
	Current Liabilities, as fol- lows :			
290,030.47	Loans and notes payable, .	412,906.50	\$122,876.03	.....
37,292.10	Accounts payable, . . .	55,055.61	17,763.51	.....
550.00	Matured interest on funded debt unpaid,	520.00	.....	\$30.00
.....	Judgments unpaid, . . .	3,862.88	3,862.88	.....
	Accrued Liabilities as fol- lows :			
7,151.66	Interest on funded debt accrued and not yet due, .	7,151.66	.....	.....
5,215.24	Miscellaneous interest ac- crued and not yet due, .	4,989.38	.....	225.86
4,380.69	Reserves,	9,757.85	5,377.16	.....
78,487.05	Surplus,	85,776.07	7,289.02	.....
\$1,623,107.21	Total,	\$1,780,019.95	\$157,168.60	\$255.86

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	1,076,320
Total car mileage,	1,076,320
Passenger car hours,	113,339
Total car hours,	113,339
Fare passengers carried,	6,467,840
Transfer passengers carried,	678,408
Total passengers carried,	7,146,248

Mileage, Traffic, and Miscellaneous Statistics—*Continued.*

Average fare, revenue passengers,	4.98
Average fare, all passengers (including transfer passengers),	4.512
Car earnings per car mile,	30.14
Miscellaneous earnings per car mile, . . . . .	.43
Gross earnings per car mile,	30.57
Car earnings per car hour,	2.86
Miscellaneous earnings per car hour, . . . . .	.04
Gross earnings per car hour,	2.90
Operating expenses per car mile,	20.68
Operating expenses and taxes per car mile,	21.96
Operating expenses per car hour,	1.96
Operating expenses and taxes per car hour,	2.08
Operating expenses per cent. of gross earnings,	67.65
Operating expenses and taxes per cent. of gross earnings,	71.78
Average number of employees, not including officials, during year,	219
Aggregate amount of wages paid employees,	\$139,458.17*
Amount of salaries paid officials,	3,275.88

* Of this amount \$29,212.16 was recollected from others.

CROSSINGS, ETC.

	Number
Steam railroad crossings at grade unprotected,	7
Steam railroad crossings over grade,	3

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

Forty ride pupil books sold at the rate of \$1.00 per book are the only reduced rate tickets sold by this company.

Description of Road and Equipment.**TRACK.**

	Owued.	Leased.	Operated under trackage rights.	Total operated,
Length of road (first main track),	13.97	5.62	4.95	24.54
Length of second main track,	6.24	.45	0.07	6.76
Total length of main track,	20.21	6.07	5.02	31.30
Length of sidings and turnouts,	1.93	.72	0.24	2.89
Total computed as single track,	22.14	6.79	5.26	34.19

Summary of Road and Equipment — *Continued.*

RAILS.			
	Weight per yard.	Steel. (Miles of.)	Total
"T."	No record	26.87	26.87
Girder tram, }	No record	2.06	2.06
Girder groove, }			
Total miles of,		28.93	28.93

Gauge of track, 4 feet 8½ inches.

PAVING.			
			Miles.
Brick,			13.06
Macadam,			2.56
Earth,			8.75
Open, private way,			4.56
Total miles,			28.93

NOTE — Records at this time do not show information required above for rails and paving on the lines operated under trackage rights (5.26) miles.

CARS, ETC.			
	With electric equipment.	Total number	
Closed passenger cars equipped with full vestibule,	36	36	
Open passenger cars,	43	43	
Total passenger cars,	79	79	
Work cars,	3	3	
Snow plows,	3	3	
Miscellaneous,	3	3	
Total,	88	88	

EMPLOYEES.			
	Average number of hours on duty per day.	Wages per day.	
Conductors,	9.4	21c. and 26c. per hr.	
Motormen,	9.4	21c. and 26c. per hr.	
Starters,	10	\$2.85	
Watchmen,	11	1.93	
Roadmen,	10	1.63	
Linemen,	10	2.70	
Engineers,	8	2.72	
Firemen,	8	2.16	
Machinists and mechanics,	10	2.25	

List of all Accidents during the Year ended June 30, 1911.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESS- NESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	..	6	..	7
Employees,
Other persons,	2	..	3	..	5
Total, , .	..	3	..	9	..	12

Amount paid for injuries and damages caused by accidents:

Paid by the company (for accidents in State of Connecticut), \$228.00

Description of Accidents.

1910.

July 27. East Port Chester. Miss A. McNeil left moving car; arms and shins bruised.

July 29. Greenwich. Edw. Long left moving car; cut on forehead.

September 14. Greenwich. Unknown left moving car; face cut.

September 14. Greenwich. B. Mead left moving car; face cut.

October 2. Mianus. Unknown left moving car; face cut.

October 4. Cos Cob. Collision, car and team; Angelo Couple, driver, had two ribs broken.

December 16. Greenwich. Collision, car and auto; John Nugent, driver, hurt, body bruised.

1911.

January 8. Greenwich. Geo. Funston stepped in front of car; face cut.

May 23. Greenwich. Peter Webster attempting to board moving car, slipped on switch; face and nose badly cut.

June 4. Greenwich. W. Bolgny attempted to board moving car; face and hands cut.

June 11. Cos Cob. Rev. Wilson left moving car; hands cut.

June 20. Greenwich. E. O'Connor attempted to board moving car; hands and knees cut.

NOTE—Accidents occurring only in the State of Connecticut.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN. } ss.

Personally appeared before me, H. M. Kochersperger, Vice-President, and A. S. May, Treasurer, of The New York and Stamford Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1911, according to the best of their knowledge and belief.

Signed,

H. M. KOCHERSPERGER,

Vice-President.

A. S. MAY,

Treasurer.

Sworn and subscribed to before me, this 28th day of September, A. D. 1911.

ARTHUR W. BOWMAN,

Notary Public.

[L. S.]

NORWICH & WESTERLY RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1911.

Capital authorized by charter,	\$700,000.00	
Capital stock outstanding,	618,200.00	
Bonds outstanding,	750,000.00	
Floating indebtedness,	258,826.42	
Total stock, bonds, and floating debt,	1,627,026.42	
Capital stock issued per mile of road owned,	28,620.37	
Bonds issued per mile of road owned,	34,722.22	
Cost of construction,	995,454.64	
Cost of equipment,	314,247.69	
Total cost of construction and equipment,	1,309,702.33	
Cost of construction and equipment per mile of road owned,	60,634.36	
Gross earnings from operation,	84,521.75	
Operating expenses,	72,430.96	
Net earnings,	12,090.79	
Gross income from all sources,	12,090.79	
Per cent. of operating expenses to gross earnings,		85.69
Gross earnings per mile operated,	3,310.68	
Operating expenses per mile operated,	2,837.09	
Net earnings per mile operated,	473.59	
Car earnings per car mile, . . . . .	.2447	
Miscellaneous earnings per car mile, . . . . .	.0009	
Gross earnings per car mile, . . . . .	.2456	
Operating expenses per car mile, . . . . .	.2105	
Net earnings per car mile, . . . . .	.0351	
Car earnings per car hour,	3.057	
Miscellaneous earnings per car hour,	0.011	
Gross earnings per car hour,	3.068	
Operating expenses per car hour,	2.629	
Net earnings per car hour,	0.439	
Taxes paid state,	3,000.00	
Interest accrued,	37,500.00	
Total length of main track owned,		21.600
Total length of main track operated,		25.530
Total car mileage,		344,086
Total car hours,		27,547
Fare passengers carried,		1,415,813
Fare passengers per mile run (passenger),		4.307

Fare passengers per car hour (passenger),	57.60
Fare passengers per mile of main track operated,	55,457
Average fare revenue passengers, . . . . .	.0497
Average fare all passengers (including transfer passengers), . . . . .	.0497
Average number of employees during year,	35

Description of Lines.

From—	To—	Length of road (first main track).	Total length of main track.	Length of sidings and turnouts.	Total computed as single track.
Norwich, Conn..	Westerly, R. I.,	21.600	21.600	2.740	24.340
Westerly, R. I.,	Ashaway, R. I.,	3.930	3.930	.242	4.172

Corporate Name and Address of Company.

Norwich and Westerly Railway Company, Norwich, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized October 30, 1903.

Organized under laws of State of Connecticut.

Frank B. Brandegee appointed receiver September 14, 1909.

Officers of the Company.

Name.	Title.	Official Address.
A. E. LOCKE,	President,	Norwich, Conn.
C. D. NOYES,	Secretary,	" "
H. P. PHELPS,	Treasurer,	" "
H. P. PHELPS,	Auditor,	" "
C. W. COMSTOCK,	General Counsel,	" "
J. T. COUSINS,	Superintendent,	" "

Directors of the Company.

Name.	Residence.
H. H. GALLUP,	Norwich, Conn.
C. W. COMSTOCK,	" "
C. D. NOYES,	" "
R. W. PERKINS,	" "
F. S. JEROME,	" "
JOSEPH HALL,	" "
A. E. LOCKE,	Lexington, Mass.
L. W. ARNOLD,	Westerly, R. I.
WM. SEGAR,	" "
S. W. C. JONES,	New York City.
F. DE C. SULLIVAN,	" "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, first Monday in August.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Preferred, . . .	\$250,000.00	1,682	\$100.00	\$168,200.00
Common, . . .	450,000.00	4,500	\$100.00	450,000.00
Total, . . .	\$700,000.00	6,182		\$618,200.00

Total number of stockholders, 126.

Total number of stockholders in this state, 110.

Amount of stock held in this state, \$152,000.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mtg. Bds.,	Mar. 1st.	30	March, 1936	\$750,000.00	\$750,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	March and September.	\$37,500.00

Per mile of single track owned exclusive of sidings and turnouts, 21.600 miles.

Capital stock outstanding, \$28,620.37

Funded debt outstanding, 34,722.22

Total, \$63,342.59

Construction and Equipment.

Account.	Total cost to June 30, 1910.	Additions during year.	Deductions during year.	Total cost to June 30, 1911.
Organization,	\$74,873.10	.....	.....	\$74,873.10
Engineering and superin- tendence,	20,060.91	.....	.....	20,060.91
Right of way,	35,260.07	.....	.....	35,260.07
Track and roadway construc- tion,	559,205.36	.....	.....	559,205.36
Electric line construction, Real estate used in opera- tion of road,	178,115.00	.....	.....	178,115.00
Buildings and fixtures used in operation of road,	750.00	.....	.....	750.00
Investment real estate,	88,470.66	.....	.....	88,470.66
Interest and discount,	4,850.00	.....	.....	4,850.00
Miscellaneous,	13,336.83	.....	.....	13,336.83
	20,532.71	.....	.....	20,532.71
Total construction,	\$995,454.64	.....	.....	\$995,454.64
Power plant equipment,	\$196,447.37	.....	.....	\$196,447.37
Shop tools and machinery,	2,617.51	.....	.....	2,617.51
Cars,	52,289.45	.....	.....	52,289.45
Electric equipment of cars,	50,162.13	.....	.....	50,162.13
Miscellaneous equipment,	6,825.75	.....	.....	6,825.75
Interest and discount,	2,645.67	.....	.....	2,645.67
Miscellaneous,	3,259.81	.....	.....	3,259.81
Total equipment,	\$314,247.69	.....	.....	\$314,247.69
Grand total construction and equipment,	\$1,309,702.33	.....	.....	\$1,309,702.33
Cost of construction and equip- ment per mile of road owned exclusive of sidings and turnouts, . . . . .	.....	.....	.....	\$60,634.36

Construction and Equipment—Leased Lines.

Account.	Balance, June 30, 1910.	Additions during year.	Deductions during year.	Total cost to June 30, 1911.
Organization,	\$600.00	.....	.....	\$600.00
Engineering and superin- tendence,	2,469.00	.....	.....	2,469 00
Right of way,	7,947.40	.....	.....	7,947.40
Track and roadway construc- tion,	48,239.60	.....	.....	48,239.60
Electric line construction, . .	15,630.00	.....	.....	15,630.00
Miscellaneous,	114.00	.....	.....	114.00
Total construction,	\$75,000.00	.....	.....	\$75,000.00
Grand total construction and equipment,	\$75,000.00	.....	.....	\$75,000.00

Income Account for Year ending June 30, 1911.

Gross earnings from operation,	\$84,521.75	
Operating expenses,	72,430.96	
Net earnings from operation,		\$12,090.79
Gross income less operating expenses,		\$12,090.79
Deductions from income:		
Taxes:		
On real and personal property,	\$431.16	
On capital stock,	3,000.00	\$3,431.16
Interest:		
On funded debt,	37,500.00	
Rent of leased lines,	5,840.00	46,771.16
Deficit,		\$34,680.37
Deficit for year,		\$34,680.37
Deficit at beginning of year,	\$111,311.47	
Profit or loss adjustments during year:		
Debits,		111,311.47
Deficit at close of year,		\$145,991.84

Gross Earnings from Operation.

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Car earnings:

Passengers,	\$70,428.40
Freight,	13,118.55
Mail,	674.80

Total, \$84,221.75

Miscellaneous earnings:

Advertising,	\$300.00
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Total, \$300.00

Grand total, . . . \$84,521.75

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Maintenance:

Maintenance of track and roadway,	\$7,962.45
Maintenance of electric line,	1,721.12
Maintenance of buildings and fixtures,	647.55

Total, \$10,331.12

Equipment:

Maintenance of steam plant,	\$1,318.72
Maintenance of electric plant,	245.87
Maintenance of cars,	2,964.34
Maintenance of electric equipment of cars,	2,483.69
Miscellaneous shop expenses,	380.30

Total, \$7,392.92

Transportation:

Power plant wages,	\$6,772.27
Fuel for power,	15,131.82
Lubricants and waste for power plant,	591.85
Miscellaneous supplies and expenses of power plant,	296.69

Total, \$22,792.63

Operation of cars:

Superintendence of transportation,	\$840.00
Wages of conductors,	6,654.37
Wages of motormen,	7,040.89
Wages of miscellaneous car service employees,	1,166.75
Wages of car house employees,	669.64
Car service supplies,	233.62

Operating Expenses—Continued.

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Operation of cars—continued:

Miscellaneous car service expenses,	218.53
Hired equipment,	3,455.82
Cleaning and sanding track,	120.70
Removal of snow and ice,	63.02

Total, \$20,463.34

General:

Salaries of general officers,	\$2,400.00
Salaries of clerks,	993.75
Printing and stationery,	346.37
Miscellaneous office expense,	162.08
Advertising and attractions,	137.25
Miscellaneous general expense,	378.83
Damages,	448.05
Miscellaneous legal expense,	2,869.77
Rent of land and buildings,	570.25
Rent of tracks and terminals,	2,184.60
Insurance,	960.00

Total, \$11,450.95

Grand total, \$72,430.96

Detailed Statement of Rentals of Leased Lands.

Name of lessor.	Total amount of rental paid by lessee.
Ashaway and Westerly Railway Co.,	\$5,840.00
Total,	\$5,840.00

Comparative General Balance Sheet.

Total June 30, 1910.	Assets.	Total June 30, 1911.	Increase year ending June 30, 1911.	Decrease year ending June 30, 1910.
\$1,309,702.33	Construction and equipment,	\$1,309,702.33	.....	.....
	Other permanent investments as follows:			
320,000.00	Stocks and bonds of other companies, . .	320,000.00	.....	.....
	Current assets as follows:			
3,935.56	Cash,	8,475.40	\$4,539.84	.....
4,158.72	Bills receivable,	3,157.80	.....	\$1,000.92
2,511.32	Material and supplies,	2,182.17	.....	329.15
462.48	Prepaid accounts,	345.64	.....	116.84
111,311.47	Deficit,	145,991.84	\$4,680.37	.....
\$1,752,081.88	Total,	\$1,789,855.18	\$39,220.21	\$1,446.91

Comparative General Balance Sheet.—Continued.

Total June 30, 1910.	Liabilities.	Total June 30, 1911.	Increase, year ending June 30, 1911.	Decrease, year ending June 30, 1911.
\$168,200.00	Capital stock, preferred, .	\$168,200.00	.....	.....
450,000.00	Capital stock, common, .	450,000.00	.....	.....
750,000.00	Funded debt,	750,000.00	.....	.....
	Current liabilities as follows:			
247,640.55	Loans and notes payable, .	247,640.55	.....	.....
9,606.38	Accounts payable,	11,185.87	\$1,579.49	.....
112,500.00	Matured interest on funded debt unpaid,	150,000.00	37,500.00	.....
	Accrued liabilities as follows:			
1,511.34	Taxes accrued and not yet due,	174.64	.....	\$1,336.70
12,500.00	Interest on funded debt accrued and not yet due, .	12,500.00	.....	.....
123.61	Insurance accrued,	154.12	30.51	.....
\$1,752,081.88	Total,	\$1,789,855.18	\$39,110.00	\$1,336.70

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	328,686
Freight, mail, and express car mileage,	15,400
Total car mileage,	344,086
Passenger car hours,	24,580
Freight, mail, and express car hours,	2,967
Total car hours,	27,547
Fare passengers carried,	1,415,813
Total passengers carried,	1,415,813
Average fare, revenue passengers, . . . . .	.0497
Average fare, all passengers (including transfer passengers), .	.0497
Car earnings per car mile, . . . . .	.2447
Miscellaneous earnings per car mile, . . . . .	.0009
Gross earnings per car mile, . . . . .	.2456
Car earnings per car hour,	3.057
Miscellaneous earnings per car hour,	0.011
Gross earnings per car hour,	3.068
Operating expenses per car mile, . . . . .	.2105
Operating expenses and taxes per car mile, . . . . .	.2205
Operating expenses per car hour,	2.629
Operating expenses and taxes per car hour,	2.754
Operating expenses per cent. of gross earnings,	85.69
Operating expenses and taxes per cent. of gross earnings, .	89.75
Average number of employees, not including officials, during year,	35
Aggregate amount of wages paid employees,	\$31,616.20
Amount of salaries paid officials,	2,400.00

Mileage, Traffic, and Miscellaneous Statistics—Continued.**CROSSINGS, ETC.**

Steam railroad crossings under grade,	No. 2
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State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

School ticket books of 100 fares at \$3.50.

Description of Road and Equipment.**TRACK.**

	Owued.	Leased.	Total operated.
Length of road (first main track), . . .	21.600	3.930	25.530
Total length of main track, . . .	21.600	3.930	25.530
Length of sidings and turnouts, . . .	2.740	.242	2.982
Total computed as single track, . . .	24.340	4.172	28.512

RAILS.

Name of.	Weight per yard.	Steel (miles of).	Total.
"T,"	70 lb	26.765	26.765
"T,"	60 lb	1.226	1.226
Grider Groove,	107 lb	.521	.521
Total miles of,		28.512	28.512

Gauge of track, 4 feet 8½ inches.

CARS, ETC.

	With electric equipment.	Without elec- tric equipment.	Total number.
Closed passenger cars, equipped with full vestibule,	8	.....	8
Total passenger cars,	8	.....	8
Freight cars,	1	.....	1
MISCELLANEOUS:			
Gondolas, . . . . .	.....	6	6
Coal cars, . . . . .	.....	19	19
Total,	9	25	34

Description of Road and Equipment.—*Continued.***EMPLOYEES.**

	Average no. of hrs. on duty per day.	Wages per day.
Conductors,	10	\$2.30
Motormen,	10	2.50
Roadmen,	10	1.60
Linemen,	12	2.50
Engineers,	12	2.75
Firemen,	12	2.00
Electricians,	10	2.50
Machinists and mechanics,	10	3.00

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON. } ss.

Norwich, Conn.

Personally appeared before me, A. E. Locke, President, and H. P. Phelps, Treasurer, of The Norwich and Westerly Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1911, according to the best of their knowledge and belief.

Signed,

A. E. LOCKE,

President.

H. P. PHELPS,

Treasurer.

Sworn and subscribed to before me, this 19th day of September, A. D. 1911.

DWIGHT L. UNDERWOOD,

Notary Public.

[L. S.]

PROVIDENCE AND DANIELSON RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1911.

Capital authorized by charter,	\$1,000,000.00	
Capital stock outstanding,	1,000,000.00	
Bonds outstanding,	600,000.00	
Total stocks, bonds, and floating debt,	1,600,000.00	
Capital stock issued per mile of road owned,	38,328.86	
Bonds issued per mile of road owned,	22,997.32	
Cost of construction,	1,066,996.96	
Cost of equipment,	558,026.90	
Total cost of construction and equipment,	1,625,023.86	
Cost of construction and equipment per mile of road owned,	62,285.31	
Gross earnings from operation,	93,561.18	
Operating expenses,	90,561.79	
Net earnings,	2,999.39	
Income from other sources,	33,445.67	
Gross income from all sources,	36,445.06	
Per cent. of operating expenses to gross earnings,		.9679
Gross earnings per mile operated,	2,670.12	
Operating expenses per mile operated,	2,584.52	
Net earnings per mile operated,	85.60	
Car earnings per car mile, . . . . .	.1616	
Miscellaneous earnings per car mile, . . . . .	.0043	
Gross earnings per car mile, . . . . .	.1659	
Operating expenses per car mile, . . . . .	.1607	
Net earnings per car mile, . . . . .	.0052	
Car earnings per car hour,	1.5190	
Miscellaneous earnings per car hour, . . . . .	.0400	
Gross earnings per car hour,	1.5590	
Operating expenses per car hour,	1.5090	
Net earnings per car hour, . . . . .	.0500	
Taxes paid state,	395.02	
Interest paid,	30,000.00	
Total length of main track owned,		26.090
Total length of main track operated,		35.040
Total car mileage,		563,574
Total car hours,		59,980
Fare passengers carried,		1,320,264
Fare passengers per mile run (passenger),		2.8924
Fare passengers per car hour (passenger),		30.8156

Fare passengers per mile of main track operated,	37,678
Average fare revenue passengers, . . . . .	.0474
Average fare all passengers (including transfer passengers). . . . .	.0469
Average number of employees during year, .	71
Accidents: Injured,	3

Description of Lines.

From —	To —	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
Providence, R. I.	R. I.—Conn. State Line	24.110	1.095	25.205
R. I.—Conn. State Line	East Killingly, Conn.	1.980	.530	2.510
Total, . . . . .	.....	26.090	1.625	27.715

Corporate Name and Address of Company.

Providence and Danielson Railway Company, Providence, R. I.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized July 7, 1893, under an act of the General Assembly of the State of Rhode Island, passed April 18, 1893; amended April 28, 1898, March 26, 1901, and March 28, 1901.

Officers of the Company.

Name.	Title.	Official address.
D. F. SHERMAN,	President,	Providence, R. I.
FRANKLIN A. SMITH, JR.,	Secretary,	" "
GEORGE W. PRENTICE,	Treasurer,	" "
JOHN S. MURDOCK,	General Counsel,	" "
JULIUS E. THIELSEN,	Supt. all Divisions,	North Scituate, R. I.

Directors of the Company.

Name.	Residence.
JAMES H. MORRIS,	Philadelphia, Pa.
JULIUS E. THIELSEN,	North Scituate, R. I.
HARRY DAW,	Providence,
ALBERT H. OLNEY,	" "
GEO. W. PRENTICE,	" "
CHAS. A. POTTER,	" "
HERBERT W. RICE,	" "
D. F. SHERMAN,	" "
FRANKLIN A. SMITH, JR.,	" "

Date of close of fiscal year, December 31st.

Date of stockholders' annual meeting, third Wednesday in January.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Common, . . .	\$1,000,000.00	10,000	\$100.00	\$1,000,000.00
Total, . . .	\$1,000,000.00	10,000	\$100.00	\$1,000,000.00

Total number of stockholders, 53.

Total number of stockholders in this state, 7.

Amount of stock held in this state, \$6,400.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mortgage Bonds,	May 1, 1901	30	May 1, 1931	\$600,000.00	\$600,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	May and November.	\$30,000.00

Per mile of single track owned exclusive of sidings and turnouts, 20.090 miles.

Capital stock outstanding, \$38,328.86

Funded debt outstanding, 22,997.32

Total, \$61,326.18

Construction and Equipment.

Account.	Total cost to June 30, 1910.	Additions during year.	Deductions during year.	Total cost to June 30, 1911.
Organization,	\$30,200.00	.....	.....	\$30,200.00
Engineering and superintendence,	135,821.99	.....	.....	135,821.99
Right of way,	17,222.22	.....	.....	17,222.22
Track and roadway construction,	400,765.46	\$165.20	.....	400,930.66
Electric line construction,	159,506.08	.....	.....	159,506.08
Real estate used in operation of road,	1,821.05	.....	.....	1,821.05
Buildings and fixtures used in operation of road,	41,873.72	80.50	\$25.00	41,929.22
Investment real estate,	300.00	.....	.....	300.00
Interest and discount,	279,265.74	.....	.....	279,265.74
Total construction,	\$1,066,776.26	\$245.70	\$25.00	\$1,066,996.96
Power plant equipment,	\$58,375.96	.....	.....	\$58,375.96
Shop tools and machinery,	2,706.16	\$15.00	.....	2,721.16
Cars,	85,557.78	.....	.....	85,557.78
Electric equipment of cars,	51,062.69	423.00	.....	51,485.69
Interest and discount,	348,584.88	.....	.....	348,584.88
Miscellaneous,	11,301.43	.....	.....	11,301.43
Total equipment,	\$557,588.90	\$438.00	.....	\$558,026.90
Grand total construction and equipment,	\$1,624,365.16	\$683.70	\$25.00	\$1,625,023.86
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,	\$62,260.06	.....	.....	\$62,285.31

Income Account for Year ending June 30, 1911.

Gross earnings from operation,	\$93,561.18	
Operating expenses,	90,561.79	
Net earnings from operation,		\$2,999.39
Miscellaneous income:		
Interest on deposits,	\$20.77	
Other miscellaneous income,*	33,424.90	33,445.67
Gross income less operating expenses,		\$36,445.06

Income Account for Year ending June 30, 1911—Continued.**Deductions from income:****Taxes:**

On real and personal property,	\$336.70	
On capital stock,	395.02	\$731.72

Interest:

On funded debt,	30,000.00	30,731.72
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Net income,		\$5,713.34
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Surplus for year,		\$5,713.34
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Surplus at beginning of year,		19,310.52
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Surplus at close of year,		\$25,023.86
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MISCELLANEOUS INCOME.*

- (a) Received from The Rhode Island Company under the terms and conditions of the lease, dated May 29, 1911, the net sum of \$32,417.74, consisting of

Cash payment,	\$30,000.00	
Current liabilities assumed,	3,436.54	
Accrued interest on bonds assumed,	5,000.00	\$38,436.54

Less:

Current assets turned over,	\$5,260.15	
Furniture and fixtures turned over,	758.65	6,018.80

\$32,417.74

- (b) Contributions by bondholders (without creating any liability against this company) through discount on bond coupons canceled and surrendered by them to this company, 1,050.00
- (c) Net loss from real estate (the equity in which had been purchased) conducted as an outside investment, after deducting insurance, interest, and cost of repairs, 42.84

Total,		\$33,424.90
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Gross Earnings from Operation.

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Passenger revenue,	\$62,644.52
Parlor chair and special revenue,	526.00
Freight and express,	23,202.45
Mail,	1,107.55
Milk revenue,	3,634.24
	<hr/>
	\$91,114.76
Station and car privileges,	\$1,000.00
Rent of buildings and other property,	132.50
Rent of equipment,	1,313.92
	<hr/>
	\$2,446.42
	<hr/>
Grand total,	\$93,561.18

Operating Expenses.

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Ballast, ties, rails, rail fastenings and joints, special work, roadway and track labor, paving, miscellaneous roadway and track expenses, bridges, trestles, and culverts, crossings, fences, cattleguards, and signs, other miscellaneous way and structure,	\$10,909.94
Signal and interlocking systems, poles and fixtures, underground conduits, transmission system, distribution system, miscellaneous electric line expense,	1,681.45
Buildings and structures,	433.35
	<hr/>
	\$13,024.74
Power plant equipment, substation equipment,	\$3,354.77
Passenger and combination cars, freight, express, and mail,	6,442.27
Electrical equipment of cars,	6,589.51
Service cars, horses and vehicles, other miscellaneous equipment expenses,	52.45
Superintendence of equipment, shop machinery and tools, shop expense, superintendence of power, power plant employees,	5,258.27

Operating Expenses — Continued.

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Fuel for power,	15,448.99
Water for power, lubricants for power, miscellaneous power plant supplies and expenses, sub-station sup- plies and expenses,	893.39
Power purchased,	837.73
Superintendence of transpor- tation,	2,051.57
Passenger and freight con- ductors, motormen, and trainmen (divided equally between the two accounts),	17,348.01
Miscellaneous car service em- ployees, station employees, operation of signals and in- terlocking system, car house employees, car service sup- plies, car house expense, other transportation expense,	8,318.76
Superintendent and solicitation,	1,200.00
Salaries and expenses general officers, salaries and ex- penses general office clerks, stationery and printing, general office supplies and expenses, stores expense, stable expense, advertising, miscellaneous traffic expense, park expenses,	262.83
Injuries and damages,	608.75
Rent of tracks and terminals,	25.00
Insurance,	2,403.74
Salary and expenses of general officers,	4,150.00
Salary and expenses of general office clerks,	470.57
General office supplies and ex- penses,	1,592.99
Stationery and printing, . . .	227.00
Grand total,	<u>\$90,561.79</u>

Comparative General Balance Sheet.

Item, June 30, 1910.	Total, June 30, 1910.	Assets.	Total, June 30, 1911.	Increase, year ending June 30, 1911.	Decrease, year ending June 30, 1911.
.....	\$1,624,365.16	Construction and equipment, Other permanent investments as follows:	\$1,625,023.86	\$658.70	.....
.....	758.65	Furniture and fixtures, . . .	.....	.....	\$758.65
.....	.....	Current assets as follows:	.....	.....	.....
\$97.25	.....	Cash, . . . . .	.....	.....	97.25
3,359.55	.....	Accounts receivable, . . . . .	.....	.....	3,359.55
3,345.74	.....	Material and supplies, . . . . .	.....	.....	3,345.74
956.60	.....	Prepaid accounts, . . . . .	.....	.....	956.60
.....	7,759.14	.....	.....	.....	.....
.....	\$1,632,882.95	Total,	\$1,625,023.86	\$658.70	\$8,517.79

Item, June 30, 1910.	Total, June 30, 1910.	Liabilities.	Total, June 30, 1911.	Increase, year ending June 30, 1911.	Decrease, year ending June 30, 1911.
.....	\$1,000,000.00	Capital stock, common,	\$1,000,000.00	.....	.....
.....	600,000.00	Funded debt,	600,000.00	.....	.....
.....	.....	Current liabilities as follows:	.....	.....	.....
\$5,655.68	.....	Accounts payable, . . . . .	.....	.....	\$5,655.68
2,100.00	.....	Matured interest on funded debt unpaid, . . . . .	.....	.....	2,100.00
816.75	.....	Tickets sold, not presented, . . . . .	.....	.....	816.75
.....	8,572.43	.....	.....	.....	.....
.....	5,000.00	Accrued liabilities as follows:	.....	.....	.....
.....	.....	Interest on funded debt accrued and not yet due, . . . . .	.....	.....	5,000.00
.....	19,310.52	Surplus,	25,023.86	\$5,713.34	.....
.....	\$1,632,882.95	Total,	\$1,625,023.86	\$5,713.34	\$13,572.43

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	456,458
Freight, mail, and express car mileage,	107,116
Total car mileage,	563,574
Passenger car hours,	42,844
Freight, mail, and express car hours,	17,136
Total car hours,	59,980
Fare passengers carried,	1,320,264
Transfer passengers carried,	14,799
Total passengers carried,	1,335,063
Average fare, revenue passengers, . . . . .	.0474
Average fare, all passengers (including transfer passengers), . . . . .	.0469
Car earnings per car mile, . . . . .	.1616
Miscellaneous earnings per car mile, . . . . .	.0043
Gross earnings per car mile, . . . . .	.1659
Car earnings per car hour,	1.5190
Miscellaneous earnings per car hour, . . . . .	.0400
Gross earnings per car hour,	1.5590

Mileage, Traffic, and Miscellaneous Expenses — Continued.

Operating expenses per car mile, . . . . .	.1607
Operating expenses and taxes per car mile, . . . . .	.1619
Operating expenses per car hour,	1.5090
Operating expenses and taxes per car hour,	1.5221
Operating expenses per cent. of gross earnings,	96.79
Operating expenses and taxes per cent. of gross earnings,	97.58
Average number of employees, not including officials, during year,	71
Aggregate amount of wages paid employees,	\$54,238.36
Amount of salaries paid officials,	4,150.00

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

Commutation ticket books of 100 fares, limited as to time and person, sold to any one at \$5.00, and one-third rebated after tickets are used within limit.

Description of Road and Equipment.**TRACK.**

	Owued.	Operated under trackage rights.	Total operated.
Length of road (first main track),	26.090	8.950	35.040
Length of sidings and turnouts,	1.625	.....	1.625
Total computed as single track,	27.715	8.950	36.665

RAILS.

Name of	Weight per yard.	Steel (Miles of).	Total.
"T"	60 lbs.	27.715	27.715

Gauge of track, 4 feet 8½ inches.

PAVING.

Tracks are on private rights of way, country roads, and village streets, and are not paved between the rails in any way excepting at crossings, where wood planking or granite blocks are generally used.

Description of Road and Equipment — *Continued.*

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	17	.....	17
Freight cars,	1	26	27
Express cars,	3	.....	3
Snow plows,	2	.....	2
Total,	23	26	49

EMPLOYEES.

	Average num- ber of hours on duty per day.	Wages per day.
Conductors,	10	\$2.00 to \$2.25
Motormen,	10	2.00 to 2.25
Watchmen,	10	2.00
Roadmen,	10	1.50
Linemen,	10	1.75 to 2.00
Engineers,	12	2.57 to 3.57
Firemen,	8	2.00
Electricians,	10	3.50
Machinists and mechanics,	10	2.00 to 3.00

List of all Accidents during the Year ended June 30, 1911.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESS- NESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	..	1
Employees,	2	..	2
Other persons,
Total,	3	..	3

Amount paid for injuries and damages caused by accidents:

Paid by insurance companies,	\$114.00
Paid by the company,	608.75

Total,	\$722.75
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Description of Accidents.

1910.

July 24. Charles Shaw, passenger on car near Clayville, R. I., received slight burn on hand by contact with broken lighting wire circuit.

1911.

March 27. Stephen P. Angell, employee, Rockland, R. I., owing to wrench breaking, fell on concrete floor, injuring knee slightly.

April 12. Jacob A. Hunt, employee, in moving junk at freight yard, Johnston, R. I., drag-chain slipped, jamming end of thumb of right hand.

Oath.

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE. } ss.

Personally appeared before me, D. F. Sherman, President, and George W. Prentice, Treasurer, of The Providence and Danielson Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1911, according to the best of their knowledge and belief.

Signed,

D. F. SHERMAN,

President.

GEO. W. PRENTICE,

Treasurer.

Sworn and subscribed to before me, this 1st day of September, A. D. 1911.

FRANKLIN A. SMITH, JR.,

[L. S.]

Notary Public for Rhode Island.

SHORE LINE ELECTRIC RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1911.

Capital authorized by charter,	\$1,000,000.00	
Capital stock outstanding,	89,500.00	
Bonds outstanding,	2,000,000.00	
Floating indebtedness,	446,811.07	
Total stocks, bonds, and floating debt,	2,536,311.07	
Capital stock issued per mile of road owned,	2,818.89	
Bonds issued per mile of road owned,	62,992.13	
Cost of construction,	1,785,195.24	
Cost of equipment,	491,802.32	
Total cost of construction and equipment,	2,276,997.56	
Cost of construction and equipment per mile of road owned,	71,716.45	
Gross earnings from operation,	52,379.45	
Operating expenses,	46,252.44	
Net earnings,	6,127.01	
Gross income from all sources,	6,127.01	
Per cent. of operating expenses to gross earnings,		88.30
Gross earnings per mile operated,	1,649.75	
Operating expenses per mile operated,	1,456.77	
Net earnings per mile operated,	192.98	
Car earnings per car mile, . . . . .	.1706	
Miscellaneous earnings per car mile, . . . . .	.0091	
Gross earnings per car mile, . . . . .	.1797	
Operating expenses per car mile, . . . . .	.1587	
Net earnings per car mile, . . . . .	.0210	
Car earnings per car hour,	2.74	
Miscellaneous earnings per car hour, . . . . .	.14	
Gross earnings per car hour,	2.88	
Operating expenses per car hour,	2.54	
Net earnings per car hour, . . . . .	.34	
Taxes paid state,	5,883.13	
Total length of main track owned,		31.750
Total length of main track operated,		31.750
Total car mileage,		291,430
Total car hours,		18,147
Fare passengers carried,		1,003,027
Fare passengers per mile run (passenger),		3.44
Fare passengers per car hour (passenger),		55.26
Fare passengers per mile of main track operated,		31,591

Average fare revenue passengers,	04.952
Average fare all passengers (including transfer passengers),	04.952
Average number of employees during year,	46
Accidents: Killed,	1
Injured,	7

Description of Lines.

From	To	Length of road (first main track).	Total length of main track.	Length of sidings and turnouts.	Total com- puted as single track.
Ivoryton	Stony Creek,	31.75	31.75	2.075	33.825

Corporate Name and Address of Company.

The Shore Line Electric Railway Company.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized June 6, 1905, under Connecticut laws.

Opened for traffic September 19, 1910, from Ivoryton to Guilford.

Operations extended to Stony Creek December 19, 1910.

Officers of the Company.

Name.	Title.	Official address.
F. DE C. SULLIVAN,	President,	New York.
J. E. SEWELL,	First Vice-President,	Saybrook, Conn.
E. C. WINCHESTER,	Secretary,	" "
E. C. WINCHESTER,	Treasurer,	" "
J. E. SEWELL,	General Manager,	" "
A. L. SHIPMAN,	General Counsel,	Hartford, "
C. H. WELTON,	Supt. all Divisions,	Saybrook, "

Directors of the Company.

Name.	Residence.
F. DE C. SULLIVAN,	71 Broadway, New York.
J. E. SEWELL,	Waterbury, Conn.
E. C. WINCHESTER,	New London, "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, first Monday in May.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Preferred, . . .	\$300,000	895	\$100	\$89,500
Common, . . .	700,000	.....	100	.....
Total, . . .	\$1,000,000	895		\$89,500

Total number of stockholders, 6.

Total number of stockholders in this state, 5.

Amount of stock held in this state, \$2,400.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mortgage five per cent. Gold Bonds,	Feb. 1, 1907	30	Feb. 1, 1937	\$2,000,000	\$2,000,000

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	February 1 and August.	\$14,500

NOTE—The full interest on total issue of mortgage bonds is not stated in above, but only interest on \$290,000. For the remainder of the issue of such bonds, viz.: \$1,710,000 was exchanged for floating debt of the company as of June 30, 1911, coupons on same including those due August 1, 1911, canceled in such exchange. The balance of interest appears on page 4, and is included in the item paid in Construction and Equipment Account, for interest and discount.

Per mile of single track owned exclusive of sidings and turnouts, 31.75 miles.

Capital stock outstanding,	\$2,818.89
Funded debt outstanding,	62,992.13

Total,	\$65,811.02
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Construction and Equipment.

Account.	Total cost to June 30, 1911.
Organization,	\$112,899.69
Engineering and superintendence,	92,020.11
Right of way,	164,716.72
Track and roadway construction,	669,511.66
Electric line construction,	130,391.33
Real estate used in operation of road,	557.31
Buildings and fixtures used in operation of road,	116,168.63
Investment real estate,	20,285.56
Interest and discount,	410,584.93
Miscellaneous,	68,059.39
Total construction,	<u>\$1,785,195.24</u>
Power plant equipment,	261,840.89
Shop tools and machinery,	5,586.31
Cars,	58,486.73
Electric equipment of cars,	73,657.39
Miscellaneous equipment,	7,764.37
Interest and discount,	72,456.16
Miscellaneous,	12,010.47
Total equipment,	<u>491,802.32</u>
Grand total construction and equipment,	\$2,276,997.56
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,	\$71,716.45

Income Account for Year ending June 30, 1911.

Gross earnings from operation,	\$52,379.45	
Operating expenses,	46,252.44	
	<u></u>	
Net earnings from operation,		\$6,127.01
		<u></u>
Gross income less operating expenses,		\$6,127.01
Deductions from income:		
Taxes:		
On capital stock,	\$4,500.00	
Miscellaneous,	397.74	\$4,897.74
	<u></u>	
Interest:		
On funded debt,	14,500.00	19,397.74
	<u></u>	
Net income,		\$13,270.73
		<u></u>
Deficit for year,		\$13,270.73
		<u></u>
Deficit at close of year,		\$13,270.73

NOTE — For definite period of operation, see page 2, under General Information.

Gross Earnings from Operation.

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Car earnings:

Passengers,	\$49,668.55
Chartered cars,	54.65
Total,	<u>\$49,723.20</u>

Miscellaneous earnings:

Advertising,	450.00
Rent of land and buildings,	505.75
Sale of power,	63.29
Other miscellaneous earnings,	1,637.21
Total,	<u>\$2,656.25</u>

Grand total, \$52,379.45

Passenger revenue,	\$49,668.55
Parlor chair and special revenue,	54.65

Rent of buildings and other property,	505.75
Power,	63.29
Miscellaneous,	2,087.21

Grand total, \$52,379.45NOTE — For definite period of operation
see Page 2, under General Information.**Operating Expenses.**

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Maintenance:

Maintenance of track and roadway,	\$4,903.12
Maintenance of electric line,	727.74
Maintenance of buildings and fixtures,	71.58
Total,	<u>\$5,702.44</u>

Equipment:

Maintenance of steam plant,	\$312.27
Maintenance of electric plant,	266.87
Maintenance of cars,	950.48
Maintenance of electric equipment of cars,	213.20
Maintenance of miscellaneous equipment,	4.10
Miscellaneous shop expenses,	157.93
Total,	<u>\$1,904.85</u>

Superintendence of way and structures,	\$133.65
Ballast,	473.20
Ties,	4.50
Rails,	80.43
Rail fastenings and joints,	36.43
Roadway and track labor,	3,160.15
Miscellaneous roadway and track expenses,	1.44
Bridges, trestles, and culverts,	15.96
Dr. other operations Dr.,	997.36
Miscellaneous electric line expense,	727.74
Buildings and structures,	71.58

Power plant equipment,	312.27
Power plant equipment, sub-station equipment,	266.87
Passenger and combination cars,	950.48
Electrical equipment of cars,	213.20
Other miscellaneous equipment expenses,	4.10
Shop expense,	157.93

Operating Expenses—Continued.

RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION.

Transportation:

Power plant wages, . . .	\$3,846.09
Fuel for power, . . .	10,460.14
Water for power, . . .	7.50
Lubricants and waste for power plant, . . .	267.25
Miscellaneous supplies and expenses of power plant, .	196.17
Total, . . .	<u>\$14,777.15</u>

Operation of cars:

Superintendence of transportation, . . .	\$935.00
Wages of conductors, . . .	5,012.99
Wages of motormen, . . .	4,794.55
Wages of car house employees, . . .	3,490.45
Car service supplies, . . .	214.47
Miscellaneous car service expenses, . . .	910.53
Cleaning and sanding track, .	73.67
Removal of snow and ice, .	512.13
Total, . . .	<u>\$15,943.79</u>

General:

Salaries of general officers, .	\$3,900.00
Salaries of clerks, . . .	630.30
Printing and stationery, . .	456.41
Miscellaneous office expense, .	552.68
Advertising and attractions, .	12.50
Miscellaneous general expense, .	413.45
Damages, . . .	528.96
Miscellaneous legal expense, .	523.40
Insurance, . . .	906.51
	<u>\$7,924.21</u>

Grand total, . . . \$46,252.44

Superintendence of power, . .	455.65
Power plant employees, . . .	2,100.38
Sub-station employees, . . .	1,290.06
Fuel for power, . . .	10,460.14
Water for power, . . .	7.50
Lubricants for power, . . .	267.25
Miscellaneous power plant supplies and expenses, . . .	196.17

Superintendence of transportation, . . .	935.00
Passenger conductors, motormen, and trainmen (divided equally between the two accounts), . . .	9,807.54
Car house employees, . . .	3,490.45
Car service supplies, . . .	214.47
Car house expense, . . .	910.53
Cleaning and sanding track, .	73.67
Removal of snow, ice, and sand, .	512.13

Salaries and expenses general officers, . . .	3,900.00
Salaries and expenses general office clerks, . . .	630.30
Stationery and printing, . .	456.41
General office supplies and expenses, . . .	552.68
Advertising, . . .	12.50
Miscellaneous general expense, .	413.45
Injuries and damages, . . .	528.96
Law expense, . . .	523.40
Insurance, . . .	906.51
	<u>\$7,924.21</u>

Grand total, . . . \$46,252.44

Comparative General Balance Sheet.

Assets.	Item, June 30, 1911.	Total, June 30, 1911.
Construction and equipment,	\$2,276,997.56	\$2,276,997.56
Other permanent investments as follows :		
Stocks and bonds of other companies at par, but of uncertain and undetermined value, \$424,576.16,	.....	.....
Investment New Haven and Guilford branch line under construction: Actual amount expended to June 30, 1911,	340,181.19	340,181.19
Current assets as follows :		
Cash,	7,863.76	.....
Accounts receivable,	1,671.25	.....
Material and supplies,	8,552.20	.....
Prepaid accounts,	1,326.65	.....
Miscellaneous—interest on securities owned,	1,637.21	21,051.07
Total, . . . . .	.....	\$2,638,229.82

Liabilities.	Item, June 30, 1911.	Total, June 30, 1911.
Capital stock, preferred,	\$89,500	.....
Capital stock, common,	2,000,000.00	\$2,089,500.00
Current liabilities as follows :		
Loans and notes payable,	446,811.07	.....
Accounts payable,	6,636.35	453,447.42
Accrued liabilities as follows :		
Taxes accrued and not yet due,	4,500.00	4,500.00
Interest on funded debt accrued and not yet due,	12,083.33	12,083.33
Miscellaneous interest accrued and not yet due, . . . . .	.....	6,041.66
Surplus, . . . . .	.....	72,657.41
Total, . . . . .	.....	\$2,638,229.82

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	291,430.90
Total car mileage,	291,430.90
Passenger car hours,	18,147.60
Total car hours,	18,147.60
Fare passengers carried,	1,003,027
Average fare, revenue passengers, . . . . .	.04952
Average fare, all passengers (including transfer passengers), . . . . .	.04952
Car earnings per car mile, . . . . .	.1706
Miscellaneous earnings per car mile, . . . . .	.0091
Gross earnings per car mile, . . . . .	.1797
Car earnings per car hour,	2.74
Miscellaneous earnings per car hour,	0.14
Gross earnings per car hour,	2.88
Operating expenses per car mile, . . . . .	.1587
Operating expenses and taxes per car mile, . . . . .	.1755
Operating expenses per car hour,	2.54
Operating expenses and taxes per car hour,	2.81
Operating expenses per cent. of gross earnings,	88.30
Operating expenses and taxes per cent. of gross earnings,	102.66
Average number of employees, not including officials during year,	46
Aggregate amount of wages paid employees,	\$23,514.27
Amount of salaries paid officials,	4,835.00

CROSSINGS, ETC.

	Number.
Steam railroad crossings over grade,	4
Steam railroad crossings under grade,	1

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

100 rides, school tickets, sold at three cents per fare.

10 coupons, school tickets, sold at three cents per fare, good from 7.30 A. M. to 5.30 P. M.

Description of Road and Equipment.

	Owned.	Total operated.
Length of road (first main track)	31.75	31.75
Total length of main track,	31.75	31.75
Length of sidings and turnouts,	2.075	2.075
Total computed as single track,	33.825	33.825

Description of Road and Equipment — *Continued.*

RAILS.

Name of, "T"; weight per yard, 70 lbs.; steel (miles of), 33.825; total, 33.825 miles.

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Macadam,	4.50
Stone ballast,	1.50
<hr/>	
Total miles,	6.00

CARS, ETC.

	With electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	12	12
<hr/>		<hr/>
Total passenger cars,	12	12
Express cars,	1	1
Work cars,	3	3
Miscellaneous: snow plow,	1	1
<hr/>		<hr/>
Total,	17	17

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$2.40
Motormen,	10	2.40
Watchmen,	10	2.00
Roadmen,	10	1.75
Linemen,	9	2.75
Engineers,	10	2.75
Firemen,	10	2.25
Electricians,	10	3.00
Machinists and mechanics,	10	2.50

List of all Accidents during the Year ended June 30, 1911.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	..	4	..	5
Other persons,	1	2	1	2
Total,	1	1	6	1	7

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$528.96

Description of Accidents.

1910.

October 15. At Ivoryton. Deaf woman, Mrs. Eric Ericson, stepped in front of car; no injuries.

October 25. At Saybrook. Arbivia Casivna jumped off moving car; slightly bruised head and limbs.

October 29. At Essex. Mrs. Bailey, car struck trespasser and brushed her one side; no injuries.

November 3. At Westbrook. Frank Stockton, car struck wagon throwing driver to ground, spraining arm and wrecking wagon.

December 4. At Saybrook. Stanley Osborne in shutting vestibule door pinched ear.

1911.

January 14. At Saybrook. Thomas Stein ran in front of moving car and was killed.

March 2. At Ayer's Point Road. Mr. Baselane standing on track was struck by moving car and arm broken.

March 5. Collision of cars; no one injured.

April 16. At Ivoryton. John Galvin stepped from moving car; face bruised.

April 22. At Saybrook. Miss Emma McCombs stepped off moving car; slightly bruised.

April 30. At Essex. Mr. L. Pollome stepped in front of car; uninjured.

May 3. At Clinton. Josephine Bixley jumped from moving car; uninjured.

June 2. At Saybrook. Mrs. Clarence Pratt slightly cut on head from rear end collision.

June 17. At Centerbrook. Derailment of car; no one injured.

June 24. Car sides swiped wagon; broken reach.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD. } ss.

Personally appeared before me, F. de C. Sullivan, President, and E. C. Winchester, Treasurer, of The Shore Line Electric Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1911, according to the best of their knowledge and belief.

Signed,

F. DE C. SULLIVAN,
President.
E. C. WINCHESTER,
Treasurer.

Sworn and subscribed to before me, this 15th day of September, A. D. 1911.

ARTHUR L. SHIPMAN,
Commissioner of Superior Court for Hartford County.

SOUTH MANCHESTER LIGHT, POWER AND TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1911.

Capital authorized by charter,	\$100,000.00	
Capital stock outstanding,	10,000.00	
Floating indebtedness,	53,575.23	
Total stock, bonds, and floating debt,	63,575.23	
Capital stock issued per mile of road owned,	13,123.36	
Cost of construction of electric street railway,	11,000.00	
Total cost of construction and equipment,	11,000.00	
Cost of construction per mile of road owned,	14,435.67	
Gross earnings from rent of tramway,	700.00	
Income from other sources,	10,572.34	
Taxes paid state,	196.59	
Interest paid,	3,214.52	
Total length of main track owned, . . . . .		.762

Description of Lines.

From	To	Length of road (first main track).	Total length of main tracks.	Length of sidings and turnouts.	Total com- puted as single track.
South Manchester	Manchester Center	.762	.762	.026	.788

Corporate Name and Address of Company.

South Manchester Light, Power and Tramway Company.

Historical Sketch of Organization, Construction, Leasing, and Consoli- dation of Lines now Operated.

Leased to The Hartford, Manchester and Rockville Tramway Company.

Officers of the Company.

Name.	Title.	Official address.
FRANK CHENEY, JR.,	President,	South Manchester, Conn.
RICHARD O. CHENEY,	Secretary,	" " "
CHARLES CHENEY,	Treasurer,	" " "

Directors of the Company.

Name.	Residence.
FRANK CHENEY, JR.,	South Manchester, Conn.
RICHARD O. CHENEY,	" " "
CHARLES CHENEY,	" " "
HARRY G. CHENEY,	" " "
JAMES W. CHENEY,	" " "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Wednesday in April.

Capital Stock and Funded Debt.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Common, . . .	\$100,000.00	100	\$100	\$10,000.00

Per mile of single track owned exclusive of siding and turnouts, .762 miles.

Capital stock outstanding, \$13,123.36

Total, \$13,123.36

Proportion of capital stock represented by tramway, . . . 177 $\frac{1}{2}$ %

Proportion of capital stock represented by electric light plant
and gas mains and meters, 82 $\frac{3}{10}$ %

Construction and Equipment.

	Total cost to June 30, 1910.	Total cost to June 30, 1911.
Total construction,	\$11,000.00	\$11,000.00
Grand total construction,	\$11,000.00	\$11,000.00

Cost of construction per mile of road owned exclusive of sidings
and turnouts, \$14,435.67

Income Account for Year ending June 30, 1911.**Miscellaneous income:**

Rent of leased lines (and taxes, \$100), . . .	\$700.00	
Other miscellaneous income: for electric lighting and gas,	10,572.34	\$11,272.34

Deductions from income:

Taxes belonging to tramway,	\$110.00	
Interest belonging to tramway,	556.18	666.18

Net income, \$10,606.16

Construction and Equipment—Continued.

Deductions from net income:

Depreciation, electric light plant and gas mains and meters,	5,368.26
Surplus for year,	\$5,237.90
Surplus at beginning of year,	3,988.19
Surplus at close of year,	\$9,226.09

Comparative General Balance Sheet.

Total June 30, 1910.	Assets.	Total June 30, 1911.	YEAR ENDING JUNE 30, 1911.	
			Increase.	Decrease.
\$11,000.00	Construction,	\$11,000.00	.....	.....
	Other permanent investments as follows:			
52,575.23	Electric light plant and gas mains and meters,	51,000.00	.....	\$1,575.23
	Current assets as follows:			
3,988.19	Cash,	10,801.32	\$6,813.13	.....
\$67,563.42	Total,	\$72,801.32	\$6,813.13	\$1,575.23

Total June 30, 1910.	Liabilities.	Total June 30, 1911.	Increase year ending June 30, 1911.
\$10,000.00	Capital Stock, common,	\$10,000.00	.....
	Current Liabilities as follows:		
53,575.23	Loans and notes payable,	53,575.23	.....
3,988.19	Surplus,	9,226.09	\$5,237.90
\$67,563.42	Total,	\$72,801.32	\$5,237.90

Description of Road and Equipment.**TRACK.**

	Owued.
Length of road (first main track), . . . . .	.762
Total length of main track, . . . . .	.762
Length of sidings and turnouts, . . . . .	.026
Total computed as single track, . . . . .	.788

RAILS.

Name of, "T"; weight per yard, 56 lbs.; steel (miles of), .788.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD. } ss.

Personally appeared before me, Frank Cheney, Jr., President, and Charles Cheney, Treasurer, of The South Manchester Light, Power and Tramway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1911, according to the best of their knowledge and belief.

Signed,

FRANK CHENEY, JR.,

President.

CHARLES CHENEY,

Treasurer.

Sworn and subscribed to before me, this 15th day of September, A. D. 1911.

ROBERT RICHMOND,

Notary Public.

[L. S.]

THE WEST SHORE RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1911.

Capital authorized by charter,	\$200,000.00	
Capital stock outstanding,	80,000.00	
Bonds outstanding,	30,000.00	
Floating indebtedness,	107,056.57	
Total stock, bonds, and floating debt,	217,056.57	
Capital stock issued per mile of road owned,	10,928.96	
Bonds issued per mile of road owned,	4,098.36	
Cost of construction,	209,707.93	
Cost of equipment,	8,091.47	
Total cost of construction and equipment,	217,799.40	
Cost of construction and equipment per mile of road owned,	29,754.02	
Interest paid,	1,500.00	
Dividend paid,	4,000.00	
Total length of main track owned,		7.320

Description of Lines.

From	To	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Savin Rock	Woodmont	3.660	3.660	7.320	0.106	7.426

Corporate Name and Address of Company.

The West Shore Railway Company, New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Con- solidation of Lines now Operated.

Organized December 15, 1893.

Charter amended May 29, 1901.

Road leased to The Connecticut Company on basis of payment of interest on bonds and 5 per cent. of dividend on stock.

Officers of the Company.

Name.	Title.	Official Address.
JAMES S. HEMINGWAY,	President,	New Haven, Conn.
ARTHUR E. CLARK,	Secretary,	" "
AUGUSTUS S. MAY,	Treasurer,	" "
C. H. HEMPSTEAD,	Asst. Secretary,	" "

Directors of the Company.

Name.	Residence.
JOHN B. CARRINGTON,	New Haven, Conn.
JAMES S. HEMINGWAY,	" "
GEORGE J. BRUSH,	" "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Monday in October.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common, .	\$200,000.00	3,200	\$25.00	\$80,000.00	5 per ct.	\$4,000.00

Total number of stockholders, 47.

Total number of stockholders in this state, 42.

Amount of stock held in this state, \$76,300.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mortgage, .	July 1, 1894	20	July 1, 1914	\$30,000.00	\$30,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$1,500.00

Per mile of single track owned exclusive of sidings and turnouts, 7,320 miles.

Capital stock outstanding, \$10,928.96

Funded debt outstanding, 4,098.36

Total, \$15,027.32

Construction and Equipment.

Account.	Total cost to June 30, 1910.	Total cost to June 30, 1911.
Engineering and superintendence,	\$1,224.00	\$1,224.00
Right of way,	10,822.44	10,822.44
Track and roadway construction,	194,465.84	194,465.84
Electric line construction,	3,195.65	3,195.65
Total construction,	\$209,707.93	\$209,707.93
Electric equipment of cars,	\$8,091.47	\$8,091.47
Total equipment,	\$8,091.47	\$8,091.47
Grand total construction and equipment, .	\$217,799.40	\$217,799.40
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,		\$29,754.02

Comparative General Balance Sheet.

Total, June 30, 1910.	Assets.	Total, June 30, 1911.
\$217,799.40	Construction and equipment,	\$217,799.40

Total, June 30, 1910.	Liabilities.	Total, June 30, 1911.
\$80,000.00	Capital stock, common,	\$80,000.00
30,000.00	Funded debt,	30,000.00
107,056.57	Current liabilities as follows:	
	Due lessee company for improvements and better-	
742.83	ments,	107,056.57
	Surplus,	742.83
\$217,799.40	Total,	\$217,799.40

Description of Road and Equipment.

TRACK.

	Owned.
Length of road (first main track),	3.660
Length of second main track,	3.660
<hr/>	
Total length of main track,	7.320
Length of sidings and turnouts,	0.106
<hr/>	
Total computed as single track,	7.426

RAILS.

Name of, "T"; weight per yard, 58-60 lbs.; steel (miles of), 7.426.
 Gauge of track, 4 feet 8½ inches.

Oath.

STATE OF CONNECTICUT, }
 COUNTY OF NEW HAVEN. } ss.

Personally appeared before me, James S. Hemingway, President, and A. S. May, Treasurer, of The West Shore Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1911, according to the best of their knowledge and belief.

Signed,

JAMES S. HEMINGWAY,
President.

A. S. MAY,
Treasurer.

Sworn and subscribed to before me, this twenty-third day of September, A. D. 1911.

NORMAN S. BUCKINGHAM,
Notary Public.

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- 5 Length of main line and branches.
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- 7 " " third track.
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- 14 " " issued for cash.
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- 17 " " " for purchase of railway or other property.
- 18 " " " for acquisition of securities.
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38	Funded debt pledged or unpledged.
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63	Total.
64	“ per last report.
65	Total per mile of road operated.
66	“ “ “ run.

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67	Total amount paid.
68	“ “ “ per last report.
69	Capital stock on which dividends were paid.
70	“ “ “ no dividends were paid.
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- 101 Stationery and printing.
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136	Maintaining joint equipment at terminals, Dr.
137	Maintaining joint equipment at terminals, Cr.
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141	Superintendence.
142	Outside agencies.
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145	Fast freight lines.
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147	Stationery and printing.
148	Other expenses.
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153	Weighing and Car Service Associations.
154	Coal and ore docks.
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164	Lubricants for yard locomotives.
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205	Other expenses.
206	General administration, joint tracks, yards and grounds, Dr.
207	“ “ “ “ “ “ “ Cr.
208	Total.

PASSENGER TRAFFIC.

209	Number of passengers carried earning revenue.
210	“ “ per last report.
211	“ “ one mile.
212	Average distance carried.
213	Total passenger revenue.

214	Average amount received from each passenger.
215	Average receipts per passenger per mile.
216	Total passenger service train revenue.
217	Passenger service train revenue per mile of road.
218	“ “ “ “ “ train mile.

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220	“ “ per last report.
221	“ “ one mile.
222	Average distance haul of one ton.
223	Total freight revenue.
224	Average amount received for each ton of freight.
225	“ receipts per ton per mile.
226	Total freight revenue per mile of road.
227	“ “ “ train mile.

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229	Average cost per ton.
230	Number of cords of wood.
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- 279 " " " — not fatally.
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- 284 " " fatally.
- 285 " " not fatally.
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- 287 " " not fatally.
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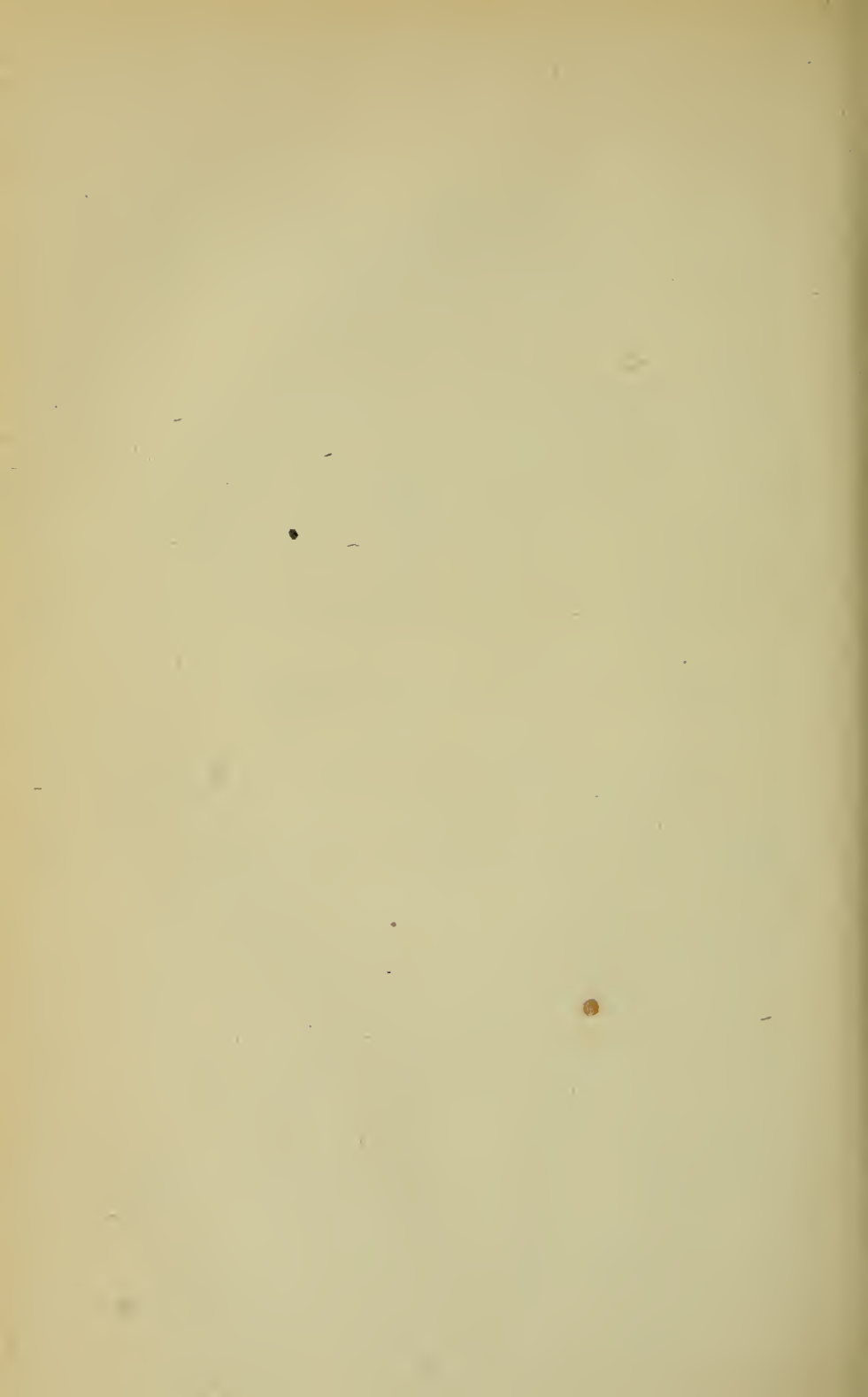
RAILROAD AND RAILWAY LAWS

AND

CHAPTER 128, PUBLIC ACTS OF 1911,

REGULATING AND SUPERVISING

PUBLIC SERVICE CORPORATIONS.



ARTICLE TWENTY-FIVE. — CONSTITUTION OF CONNECTICUT.

Adopted October, 1877.

No County, City, Town, Borough, or other municipality, shall ever subscribe to the capital stock of any railroad corporation, or become a purchaser of the bonds, or make donation to, or loan its credit, directly or indirectly, in aid of any such corporation; but nothing herein contained shall affect the validity of any bonds or debts incurred under existing laws, nor be construed to prohibit the General Assembly from authorizing any Town or City to protect by additional appropriations of money or credit any railroad debt contracted prior to the adoption of this amendment.

Town aid to
railroad corpo-
rations pro-
hibited.

§ 1. Conditions of receiving state aid towards railroad indebtedness. Whenever any town in this state, having a grand list of less than two million dollars and having a bonded indebtedness caused by assisting in building any railroad, shall desire to avail itself of the aid of the state in paying such indebtedness, the selectmen of such town, or a majority of them, shall make written application to the board of control for such aid.

1903, ch. 161.

§ 2. Payment by state. The board of control may authorize the comptroller to draw his order on the treasurer in aid of any such town, during any fiscal year, to an amount not exceeding one per cent. of the said town's indebtedness for railroads on the first day of May, 1903.

§ 3. Duties of comptroller as to payment. The comptroller shall draw his order in aid of such town when authorized by the board of control only when he is satisfied that the town seeking such aid has raised by taxation at least an equal amount to be expended in the payment of the principal of such railroad debt. All sums paid by the state under this act shall be expended for the payment of the principal of such bonded indebt-

edness in aid of railroads. All bonds so paid and redeemed shall be filed with the treasurer of the state for cancellation, and shall be burned in the presence of the committee on finance of the general assembly.

1907, ch. 64.]

Time within which act is operative extended. Chapter 161 of the public acts of 1903 is hereby amended by striking out all of section four of said act and inserting in lieu thereof the following: "The provisions of this act shall continue in force only until October 1, 1913."

TITLE ONE. — CHAPTER 1.

1865
Rev. 1888, §1.

§ 1. Construction of statutes: words and phrases. In the construction¹ of all statutes of this state, words and phrases shall be construed according to the commonly approved usage of the language;² and technical words and phrases, and such as have acquired a peculiar and appropriate meaning in the law, shall be construed and understood accordingly.

1884.
Railroad
company.]

The phrase "railroad company" shall be construed to mean and include all corporations, trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated by steam power, unless such meaning would be repugnant to the context or to the manifest intention of the general assembly.

TITLE TWO. — CHAPTER 2.

1844, 1865.
Rev. 1888, §392.

§ 12. Petition concerning railroad, railway, or canal charter. No petition for the incorporation of any railroad, street railway, or canal company, or for an alteration of the charter of any such company, shall be heard by the general assembly, unless public notice shall have been given by advertisement in some newspaper published in the county where

Art. 25. An act authorizing an assessment of damages against a city for change of highway lines for necessary relocation of railroad line, is not within this provision. 54 C. 277.

§ 1. (1) The history and progress of laws furnish a legitimate and useful aid in their construction, 20 C. 518; (2) 61 C. 12, 63 C. 388; (3) 57 C. 57; (4) 57 C. 57; (5) 67 C. 289, 68 C. 515; (6) 59 C. 367, 67 C. 48, 49, 469, 70 C. 565.

such railroad, street railway, or canal is proposed to be, or is, located, at least three weeks before the first day of the session to which such petition is brought, designating the intended route of such railroad or canal, the streets, highways, and other intended route of such street railway, or the proposed alteration of such charter, nor unless the petition for such railroad company is accompanied with, and supported by, the report of a skillful engineer, founded on examination, showing the general profile of the surface of the country through which said railroad is proposed to be made, the intended manner of its construction, the feasibility of the route, the character of the soil, and the probable expense of construction.

§ 13. Certain charters granted only on petition. No act of incorporation or alteration thereof shall be granted by the general assembly, except upon a petition therefor, when the law requires that notice of such petition shall be given by advertisement. Every charter of any railroad company shall confine the road within the limits indicated by said notice, specify the towns, and, in case of a street railway, the streets or highways through which it may pass, and otherwise designate the route on which the respective roads may be authorized to be made.

1865.
Rev. 1888, §399.

TITLE TWO. — CHAPTER 4.

§ 63. By whom estimates are to be made. The estimates for the different classes of expenditures shall be made as follows, to wit: . . . railroad commissioners, . . . The estimates herein required to be made shall be prepared according to such forms as shall be prescribed and furnished by the treasurer and secretary. Whenever any material increase or variation in the expenditures of the preceding year shall be made in the estimates, the person making the same shall furnish the treasurer with the reason of the increase or variation. The comptroller shall cause a sufficient number of the estimates to be printed and delivered to the general assembly on the second day of its session.

1884, 1887.
Rev. 1888, §§380,
382.
1889, ch. 188.
1893, ch. 256.
1901, ch. 147.

TITLE THREE. — CHAPTER 5.

Railroad and steamboat policemen. § 1. The governor may, from time to time, upon the application of any railroad, street railway, or steamboat company, engaged in the busi-

1867.
Rev. 1888, §296.
1893, ch. 14, §1.
1907, ch. 51.

ness of transportation in this state, or upon the application of any corporation owning or having control of the roads in any private residence park, commission, during his pleasure, one or more persons designated by such company or by such corporation, who, having been duly sworn, may act, at the expense of such company or corporation, as policemen upon the premises used by such company in its business, or upon its cars or vessels, or upon the roads and lands owned or under the control of such corporation, and every policeman so appointed may arrest any person in his precincts for any offense committed therein and take such person before some proper authority. When any such commission is issued or revoked, the executive secretary shall notify the clerk of the superior court of each county in which it is intended that such policemen shall act.

§ 2. Section 78 of the general statutes is hereby repealed.

1867.
Rev. 1888, §298.
1893, ch. 14, §3.

§ 79. To wear an official badge. Every such policeman shall, when on duty, wear, in plain view, a shield bearing the words "railroad police," "street railway police," or "steamboat police," as the case may be, and the name of the company for which he is commissioned.

TITLE THREE. — CHAPTER 8.

1885, 1887.
Rev. 1888, §331.
1889, chs. 12, 32,
173, 174.
1893, ch. 18, §1.
1895, chs. 3, 17,
46, §4.
1897, ch. 232, §4.
1899, ch. 147, §2.
1901, chs. 8, 30.

§ 134. Reports; number of, time of printing. He shall cause to be printed at the expense of the state, annually, a sufficient number of copies of each of the following annual reports, not exceeding the number hereinafter stated, that is to say: of the railroad commissioners, twenty-two hundred. . . . Such additional number not exceeding three hundred and seventy-five of any report made to the governor or to the general assembly, may be so caused to be printed, for exchange by the state librarian with other states and countries, and for distribution to such public libraries in this state as may request them.

1889, ch. 198.
1897, ch. 182.
1899, ch. 12.

§ 142. Transportation for members of general assembly. The comptroller, whenever requested by any member or member-elect of the general assembly so to do, shall procure from such railway company or companies, as may be necessary, a ticket or tickets entitling said member to transportation by the most convenient route or routes between Hartford and his home station, during the session of the general assembly next to be

holden, or then current, which ticket or tickets the comptroller shall deliver to said member upon receiving from him an assignment to the state of his mileage allowance for such session, which assignment shall be received in full payment therefor. The comptroller shall pay for the tickets so procured by him the lowest sum or sums for which they can be obtained of the railroad companies. No railroad company shall issue to any member or member-elect of the general assembly any ticket or other token entitling him to transportation to and from Hartford, during any session of the general assembly, except as herein provided, unless such ticket be issued upon the same terms and at the same price as tickets are ordinarily issued by said company entitling the holder to an equivalent amount of travel.

TITLE THREE. — CHAPTER 13.

§ 187. Reports of public officers. All reports and returns which any public officer is required by law to make annually shall be for the fiscal year preceding, and all reports and returns which any such officer is required by law to make biennially shall be for the two fiscal years preceding; and all such reports and returns as are required to be made annually, except where it is otherwise provided, shall be made, returned, and printed on or before the thirty-first day of December in the year in which they are required to be made. And all such reports and returns as are required to be made biennially shall be made, returned, and printed on or before the thirty-first day of December preceding the next regular session of the general assembly.

1885, 1887.
Rev. 1888, §376.
1889, ch. 231.

TITLE FOUR. — CHAPTER 23.

§ 274. Trustee of railroad corporation may release interest. The trustee of the estate of any railroad corporation in settlement as an insolvent estate may, if the assets of such estate shall not otherwise be sufficient to pay the claims allowed by the commissioners and the expenses of settling the estate, release, subject to any prior existing lien or title to any proprietors of land, any right of way or other easement or incumbrance which said corporation may have in or upon the same, upon such terms as shall be approved by the court of probate.

1853, 1885.
Rev. 1889, §517.

TITLE SIX. — CHAPTER 51.

1840.
Rev. 1888, §1096.
See §3780.

§ 708. Fire communicated by railway engine. In all actions to recover for any injury occasioned by fire communicated by any railroad locomotive engine in this state, the fact that such fire was so communicated shall be *prima facie* evidence of negligence on the part of the person or corporation who shall, at the time of such injury by fire, be in the use and occupation of such railroad, either as owner, lessee, or mortgagee, and of those who shall at such time have the care and management of such engine.

TITLE SIX. — CHAPTER 56.

1832, 1846, 1861.
1867, 1868, 1884.
Rev. 1888, §918.

§ 831. Attachment effective without removal of property, when. Attachments of machinery, engines, or implements, situated and used in any manufacturing or mechanical establishment, or of the household furniture of any person having a family, and used by him in housekeeping, or of hay or unthreshed grain deposited in any building, or of any crop deposited in any building, or of brick in kilns, or of wood, sawed lumber, railroad ties, or logs when gathered together in piles, which cannot, in the opinion of the officer levying upon the same, be moved without manifest injury, shall be effectual to hold the same, without any removal thereof; *provided* the service of such attachment shall be completed and a copy of the process and of the accompanying complaint, with the officer's return indorsed thereon, particularly describing the property attached, shall be filed in the office of the town clerk of the town in which such property shall be situated, within twenty-four hours after such attachment shall have been made; and when the levy is upon any such hay, unthreshed grain, crops, or brick, the officer shall also post a notice of his attachment on the outer door, or other conspicuous place, of the building in which such property is situated.

TITLE SIX. — CHAPTER 58.

1856.
Rev. 1888, §1178.

§ 917. Levy on interest of one railroad in another's property. The levy of executions on the equitable right or interest which any railroad corporation may have in the whole, or any part of the real estate, right of way, or roadbed, of any other railroad corporation, together with the income, rents, and profits

which may be due or coming due thereon, shall be by leaving a true and attested copy thereof with the treasurer, secretary, or clerk, of said last-named corporation, with an attested certificate by the officer making such levy, that he levies upon such right or interest to satisfy such execution; and thereupon he shall post the same upon some signpost in the town where such last-named corporation has its office or principal place of business in this state, and, as in cases of personal property, shall, at vendue, sell the same, together with such income, rents, and profits, or so much of them as shall be sufficient to satisfy said execution, and shall give to the purchaser a written conveyance of such right and interest, and shall also leave with such treasurer, secretary, or clerk, a true and attested copy of such execution, and of his return thereon; and the purchaser shall thereupon become entitled to said right and interest, and to all rents, profits, and income thereon, to which such debtor was entitled.

Limit of Damages for Causing Death. § 1. Section 1911, ch. 242. four of chapter 193 of the public acts of 1903 is hereby amended to read as follows: In all actions surviving to or brought by an executor or administrator for injuries resulting in death, whether instantaneous or otherwise, such executor or administrator may recover, from the party legally in fault for such injuries, just damages, not exceeding ten thousand dollars. No action shall be brought upon this statute but within one year from the neglect complained of.

§ 2. The passage of this act shall in no way affect causes of action arising before this act takes effect.

TITLE SIX. — CHAPTER 79.

§ 1119. Action for injury to person and property limited to one year. No action to recover damages for injury to the person, or for an injury to personal property caused by negligence, shall be brought but within one year from the date of the injury or neglect complained of.

1865, 1867.
Rev 1888, §1383.
1893, ch. 45.
1897, ch. 189.
1903, ch. 149.

1872.
Rev. 1888, §1379.

§ 1120. Suit for forfeiture on penal statute limited to one year. No suit for any forfeiture upon any penal statute shall be brought but within one year next after the commission of the offense.

1911, ch. 122.

Notice Required in Actions against Railway Companies.

Section 1130 of the general statutes is hereby amended by adding at the end thereof the words "No notice given under the provisions of this section shall be held invalid or insufficient solely by reason of an inaccuracy in describing the injury or in stating the time, place, or cause of its occurrence, if it be shown that there was no intention to mislead, and that such railway or railroad company was not in fact misled thereby", so that said section as amended shall read as follows: No action to recover damages for an injury to, or for the death of, any person, or for an injury to personal property, caused by negligence, shall be maintained against any electric, cable, or street railway company, or against any steam railroad company, unless written notice containing a general description of the injury and of the time, place, and cause of its occurrence, as nearly as the same can be ascertained, shall have been given to the defendant within four months after the neglect complained of, unless the action itself is commenced within said period of four months. Such notice may be given to the secretary, or to any agent or executive officer of the company in fault. No notice given under the provisions of this section shall be held invalid or insufficient solely by reason of an inaccuracy in describing the injury or in stating the time, place, or cause of its occurrence, if it be shown that there was no intention to mislead, and that such railway or railroad company was not in fact misled thereby.

TITLE SEVEN. — CHAPTER 82.

1801, 146, 1873.
Rev. 1888, §1400.

§ 1141. Homicide, when punished by death. Every person who shall commit murder in the first degree, or who shall cause the death of another by wilfully placing any obstruction upon any railroad, or by loosening, taking up, or removing any part of the superstructure of such railroad, or by wilfully burning any building or vessel, shall suffer death.

Penalty for misconduct of railroad or railway servant causing loss of life. Every servant of any railroad or electric railway company who shall, in consequence of his intoxication, or of any gross or wilful misconduct or negligence, cause any loss of life, or the breaking of a limb, shall be imprisoned not more than ten years. 1907, ch. 267.

§ 1145. Wilful throwing or shooting at railway cars. Every person who shall wilfully throw or shoot any missile at any locomotive or railroad car, or street railway car, whereby the safety of any person is endangered, shall be fined not more than five hundred dollars, or imprisoned not more than one year, or both. 1873.
Rev. 1888, §1471.
1895, ch. 87.

TITLE SEVEN. — CHAPTER 84.

§ 1182. Placing obstructions on railroads. Every person who shall wilfully place any obstruction upon any railroad, or who shall loosen, tear up, or remove any part of a railroad, shall be imprisoned in the state prison not more than ten years; and if he shall do the same with intent to throw any locomotive or car from the track of such railroad, or to obstruct any car in motion, he shall be imprisoned in such prison not more than thirty years. 1852, 1873.
Rev. 1888, §1429.

§ 1184. Displacement of switches or injury to signals on railroads. Every person who shall wilfully displace any switch upon any railroad, or injure, or destroy any electric signal in use thereon, or any material or property appertaining thereto, or who shall interrupt the use of any wire, lever, pin, or battery, used to operate such signal, or its connection therewith, shall be fined not more than one thousand dollars, and imprisoned in the state prison not more than ten years. 1871.
Rev. 1888, §1431.

§ 1199. Breaking and entering railroad car for criminal purpose. Any person who shall at any time break and enter any railroad car, with intent to commit a crime therein, shall be imprisoned not more than ten years. 1895, ch. 213.

1895, ch. 113.

§ 1203. Theft or embezzlement of passage tickets.

Every person who shall steal any ticket, coupon, check, or other paper or writing, lawfully issued by any common carrier, entitling or purporting to entitle the holder or proprietor thereof to a passage upon any railroad or in any vessel or other public conveyance; or who shall falsely make, alter, forge, or counterfeit any such coupon, check, or other paper or writing, or who shall embezzle any such ticket, coupon, check, or other paper or writing, shall be fined not more than five hundred dollars, or imprisoned in a jail not more than one year, or both.

1852.
Rev. 1883, §1472.
1895, ch. 87.
1905, ch. 193.

§ 1234. Wilful injury to cars or engines.

Every person who shall wilfully injure any engine or car used upon any railroad, or any car or motor used upon any street railway, or who shall wilfully and maliciously take or remove the waste or packing from or out of any journal box or boxes of any locomotive, engine, tender, carriage, coach, car, caboose, truck, or motor used or operated upon any railroad or street railway, shall be fined not more than five hundred dollars, or imprisoned not more than three years, or both.

1866.
Rev. 1883, §1473.

§ 1235. Nuisances on railroad tracks or in depots.

Every person who shall cast, empty, or discharge, or permit to be cast, emptied, or discharged, any filth, rubbish, foul or offensive wash or water, or the contents of any privy, vault, cess-pool, or sewer, upon or into any railroad or railroad depot in any city, shall be fined not more than fifty dollars, half of which shall be paid, by order of court, to the person furnishing to the proper officer information that leads to a conviction.

1869.
Rev. 1883, §1474.

§ 1236. Nuisances on railroad bridges.

Every person who shall commit any nuisance in or upon any railroad bridge shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1895, ch. 73.
1905, ch. 73.

§ 1241. Wilful injury to electric railway appliances.

Every person who wilfully and unlawfully displaces, removes, cuts, injures, or destroys any wire, insulator, pole, dynamo,

signal, signal box, switch, or motor attached, appertaining to, or connected with, any railroad or street railway operated by electricity, shall be fined not more than five hundred dollars, or imprisoned not more than three years.

§ 1242. Unlawful appropriation of electric current.

1897, ch. 53.

Every person who shall, without permission, knowingly withdraw or cause to be withdrawn, and appropriate to himself for his own use or for the use of any other person, any current of electricity from the wires of any person or corporation authorized to manufacture, sell, or use electricity for the purpose of light, heat, or power; and any person having permission to use the said electric current for certain specified purposes, who shall knowingly, wilfully, and intentionally withdraw or cause to be withdrawn such electric current for any other purpose; and every person to whom such electric current is furnished from or by means of a meter, who shall wilfully and with intent to cheat and defraud any of said persons or corporations, alter or interfere with such meter, or by any contrivance whatsoever, withdraw or take off the electric current in any manner except through such meter, shall be fined not more than fifty dollars, or imprisoned not more than ninety days, or both.

Trespass upon street railway cars. Every person who shall wilfully and unlawfully be upon, occupy, or attach himself to the fender, bumper, coupler, draw bar, roof, or other part of the car of any electric or street railway company, not intended for passengers, shall be fined not more than twenty dollars, or imprisoned not more than thirty days, or both.

1905, ch. 76.

§ 1249. Wilful injury to baggage on public conveyances. Every person whose duty it is to handle, remove, or take care of the baggage of passengers, by any public conveyance, who shall wilfully or recklessly injure or destroy any article of baggage, while loading, transporting, unloading, delivering, or storing the same, shall be fined not more than fifty dollars, half of which shall be paid by order of the court to the person who shall make complaint.

1869.
Rev. 1888, §1463.

TITLE SEVEN. — CHAPTER 86.

1874.
Rev. 1888, §1517.
1895, ch. 87.

§ 1293. Abandonment or obstruction of engines or cars. Every person who shall unlawfully, maliciously, and in violation of his duty or contract, unnecessarily stop, delay, or abandon any locomotive, car, or train of cars, or street railway car, or shall maliciously injure, hinder, or obstruct the use of any locomotive, car, railroad, or street railway car, or street railway, shall be fined not more than one hundred dollars or imprisoned not more than six months.

1874.
Rev. 1888, §3603.
1889, ch. 44.

§ 1294. Wilful hindering street railway company in use of its tracks. Every person who shall wilfully hinder any electric, cable, or street railway company in the use of its roads or tracks, shall be fined not more than fifty dollars, or imprisoned not more than three months, or both.

TITLE SEVEN. — CHAPTER 88.

1874.
Rev. 1888, §1544.

§ 1334. Transportation of animals on railroads. No railroad company, in transporting animals, shall permit them to be confined in cars more than twenty-eight consecutive hours, except when transported in cars in which they have proper food, water, space, and opportunity for rest, without unloading them for food, water, and rest, for at least five consecutive hours, unless prevented by storm or other accidental cause; and in estimating such confinement, the time during which the animals have been confined, without such rest, on connecting roads from which they are received, shall be included. Animals so unloaded shall be properly fed, watered, and sheltered during such rest by the owner or person having their custody, or on his neglect, by the railroad company transporting them, at his expense; and said company shall, in such case, have a lien upon such animals for food, care and custody furnished, and shall not be liable for any detention of them for such purpose; and any such company, owner, or custodian of such animals, who shall not comply with the provisions of this section, shall be fined not more than five hundred dollars. The knowledge and acts of agents of, and of persons employed by such company, in regard to animals transported, owned, or employed by it, or in its custody, shall be held to be its acts and knowledge.

Platforms for the Shipment of Live Stock on Railroads. 1911, ch. 12.

Every company operating a steam railroad in this state shall maintain a safe and suitable platform for the shipment of live stock at or near every station, on such railroad, at which live stock is shipped or unloaded.

Inspection and Transportation of Cattle. § 1. No 1911, ch. 156.
person shall, except in accordance with the provisions of sections two and three of this act and under a permit as provided for therein, ship or cause to be shipped, or bring or cause to be brought into this state any neat cattle over six months of age, unless a certificate of the health of such cattle has been obtained from the authority having jurisdiction of the diseases of domestic animals in the state from which such cattle are brought or shipped, and the owner, or his agent, of any cattle so brought into this state shall, within twenty-four hours after the arrival of such cattle at their destination, give notice thereof in writing to the commissioner on domestic animals.

§ 2. The commissioner on domestic animals may, in his discretion, grant to any person making application therefor a permit in writing authorizing such person to ship or bring neat cattle into this state, without having obtained the certificate provided for in section one, conditioned that any such cattle shall be placed in quarantine at the place of their final destination or such other place as shall be designated by such commissioner. All cattle so placed in quarantine shall be examined by the commissioner or his agent, either by physical examination or by the tuberculin test, as said commissioner may determine, and shall not be released from such quarantine until the commissioner shall have ordered such release. The commissioner may cause any cattle found, upon such examination, to be diseased, to be killed as provided by section 4375 of the general statutes as amended. The cost of such testing or examination shall, before such cattle are released from quarantine, be paid by the owner of such cattle, but the cost of keeping such cattle in quarantine, for a period not exceeding six weeks, shall, subject to the approval of such expense by said commissioner, be paid by the state.

§ 3. The commissioner on domestic animals may, in his discretion, issue to any person a written permit authorizing such person to bring cattle into this state for the purpose of exhibiting the same at any agricultural fair or other public exhibition or to bring into the state cattle which such person has taken or intends to take out of the state for the purpose of such exhibition.

§ 4. No railroad, steamship, or other transportation company or carrier shall transport any neat cattle into this state unless the same be accompanied by a certificate of good health as provided by section one of this act or by a permit as provided for in section two or section three hereof.

§ 5. Any person violating any of the foregoing provisions of this act or any officer or agent of any corporation directing or causing the violation by such corporation of any of said provisions shall be fined not more than fifty dollars for the first offense and not more than one hundred dollars for each subsequent offense.

§ 6. Any person who shall intentionally interfere with the performance of any examination provided for by this act, or who shall attempt to defeat the objects of the tuberculin test applied to cattle by a previous injection of tuberculin known as "plugging", or shall in any way attempt to prevent an accurate result of any such test, shall be fined not more than one hundred dollars or imprisoned not more than thirty days.

TITLE SEVEN. — CHAPTER 89.

1876.
Rev. 1888, §1573.

§ 1373. **Neglect to close gates and bars at railroad crossings.** Every person who shall enter upon, or cross a railroad at any private way which is closed by gates or bars, and shall neglect to securely close them, shall be fined not more than ten dollars, and shall be liable for any damage resulting therefrom.

1869.
Rev. 1888, §2557.

§ 1388. **Gaming on public conveyances.** Every person who shall play at any game, for any valuable thing, or shall solicit

another to do the same, upon any public conveyance, and every person who shall win or lose any valuable thing by so playing, or betting on such play, or by sharing in any stake or wager of others, who so bet or play, shall be fined not more than two hundred dollars, and imprisoned not more than six months.

TITLE SEVEN. — CHAPTER 91.

§ 1423. False returns to commissioners. Every person who shall wilfully make false report to the insurance commissioner or the railroad commissioners, or who shall testify or affirm falsely to any material fact in any matter wherein an oath or affirmation is required or authorized, or who shall make any false entry or memorandum upon any book, paper, report, or statement of any insurance or railroad company, with intent in either case to deceive the insurance commissioner, or the railroad commissioners, or any agent appointed to examine the affairs of any such company, or to deceive the stockholders or policy-holders or any officer of any such insurance or railroad company, or to injure or defraud any such company, and any person who, with like intent, aids or abets another in any violation of this section, shall be imprisoned not more than five years.

1889, ch. 121.

§ 1428. Fraudulent evasion of payment of fare. Every person who shall fraudulently evade or attempt to evade, or who shall, upon demand by the owner, agent, or person authorized to make such demand, refuse payment of the lawful fare for his conveyance on any steamboat, or in any steam railroad car, or in any electric or street railway car, or for the use of any public hack, carriage, or express wagon, shall be fined not more than twenty dollars, or imprisoned not more than thirty days, or both.

1867, 1871.
Rev. 1888, §1591.
1889, ch. 68.
1895, ch. 87.
1903, ch. 123.
1905, ch. 72.

§ 1429. Fraudulent issue and use of transfer ticket upon public conveyance. Every conductor of a street railway car or other public conveyance, and every other person whose duty it is to collect fares on such car or conveyance, or issue a transfer ticket, or written or printed instrument, giving, or purporting to give, the right of transfer to another person or persons from a public conveyance operated upon one line or route of a street railway, to a public conveyance upon another line or route of a street railway, or from one car to another car upon the same line of a street railway, who shall knowingly and with intent to

1899, ch. 153.

defraud the person or corporation operating such public conveyance or car, issue, sell, or give any such transfer ticket or instrument to another person not lawfully entitled thereto, or receive, use, or return any such transfer ticket or instrument unlawfully issued or presented for fare, in lieu of a regular cash fare, or substitute any such transfer ticket or instrument for any cash fare collected by him; and every person who shall fraudulently and with intent to evade the payment of a fare, receive and use or offer for passage any transfer ticket or instrument not originally issued to him; and every person who shall sell or give any such transfer ticket or instrument originally issued to him, to another person with intent to have such transfer ticket or instrument used or offered for passage by such other person, shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both.

TITLE SEVEN. — CHAPTER 95.

1750, 1814, 1886.
Rev. 1888,
§§1611, 1691.
1899, ch. 190.

§ 1488. Fines and forfeitures; prosecutions; liability of corporation. All fines, forfeitures, and penalties, unless otherwise expressly disposed of by law, if imposed on any person by the superior court or by the criminal court of common pleas, or by the district court of Waterbury, shall belong to the state; if by a justice of the peace, to the town wherein the offense was committed. When a fine, penalty, or forfeiture is imposed by any statute as a punishment for any offense, and any part thereof is given to the person aggrieved, or to him who shall sue therefor, and the other part to the state, county, or town, all proper informing officers shall make presentment of such offense to the court having cognizance thereof; and the whole of such fine, penalty, or forfeiture, shall, in such case, belong to the state, county, or town, as the case may be. Whenever any corporation has incurred a penalty or forfeiture, or is liable to a fine, the state's attorney in the county wherein such corporation is located, or has its principal place of business in this state, may bring a civil action, on this statute, in the name of the state, to recover such penalty, forfeiture, or fine. The jurisdiction of the court to which such action may be brought shall be determined by the maximum amount of the penalty, forfeiture, or fine that may be imposed. The court shall render judgment, under the limitations of law, for the recovery of such penalty, forfeiture, or fine, and issue execution therefor.

TITLE SEVEN. — CHAPTER 97.

§ 1504. **Venue.** Every person charged with any offense shall be tried in the county wherein it shall have been committed, except when it is otherwise provided; and when theft shall be committed in one county, and the property stolen shall be carried into another county, the offender may be tried in either county. All persons arrested for offenses committed upon cars or steamboats may be prosecuted before any court, in the same manner as if such offenses had been committed in the town in which such court is held.

1821, 1874, 1878.
Rev. 1888, §1618.

TITLE NINE. — CHAPTER 110.

§ 1770. **Arrest without warrant.** Sheriffs, deputy sheriffs, constables, borough bailiffs, police officers, special protectors of fish and game, and railroad and steamboat police, in their respective precincts, shall arrest, without previous complaint and warrant, any person for any offense in their jurisdiction, when the offender shall be taken or apprehended in the act, or on the speedy information of others; and all persons so arrested shall be immediately presented before proper authority.

1650, 1722, 1867,
1874.
Rev. 1888, §2002.
1895, ch. 302.
1897, ch. 132.

Street Sprinkling by Towns, Cities, and Boroughs or in Conjunction with Street Railway Companies. § 1. Section 1949 of the general statutes is hereby amended to read as follows: Every town, city, borough, or district authorized to sprinkle streets is hereby authorized, through the authorities having the care of the streets and highways within its limits, to provide for sprinkling, with water, oil, or other substance, such streets and highways or any part thereof. Within the distance along any street or highway to be sprinkled under the provisions of this section, so much of said street or highway from side to side shall be sprinkled as shall be necessary to protect the buildings and grounds fronting on said part of said street or highway from dust rising from said street or highway. The actual cost of sprinkling the whole or any part of any street or highway under this section may, unless otherwise provided by the charter of such municipality, and except where a street railway company is operating a street railway upon such street or highway, be assessed against the real estate abutting or fronting on the part of said street or highway so sprinkled, and against the owners thereof in proportion to the length of the frontage of said property on said part of said street or highway thus sprinkled.

1911, ch. 132.

§ 2. Section 1950 of the general statutes is hereby amended to read as follows: Every street railway company operating a street railway upon any part of a street or highway the remaining width of which shall be sprinkled by the town, city, borough, or district within which such street or highway is located, shall itself sprinkle with similar material so much of the width of said part of said street or highway as is included within its tracks and a space of two feet on the outside of the outer-rails thereof, to the acceptance of said town, city, borough, or district; and said town, city, borough, or district shall furnish to such street railway company, free of expense, the water to be used for such sprinkling. Any town, city, borough, or district authorized to sprinkle streets, and any street railway company operating therein, shall have the power to contract together for the sprinkling with water, oil, or other substance, by the street railway company, of the whole width or any part of a street or highway along which said company operates a street railway, and said town, city, borough, or district shall obtain and furnish to such street railway company oil or other substance to be used in sprinkling streets or highways in such town, city, borough, or district; provided, that such street railway company shall pay to such town, city, borough, or district the cost of such oil or other substance except water, as may be required to sprinkle that portion of any street or highway sprinkled by such street railway company as herein provided.

§ 3. Section 1951 of the general statutes is hereby amended to read as follows: The selectmen of towns, the common council of cities, the burgesses of boroughs, and the committee of districts organized to sprinkle streets may provide by ordinance what proportion of the cost of sprinkling the streets or highways, as herein provided for, shall be borne by the owners of the property abutting the streets or highways so sprinkled. They shall, in their respective municipalities, determine, on or before the fifteenth day of December in each year, the amount of each of said assessments, and the sums so determined shall be a lien upon the real estate affected thereby, and the date of the commencement of such lien shall be the first day of April preceding, and such lien shall continue until the fifteenth day of December, of the ensuing year.

§ 4. Section 1952 of the general statutes is hereby amended to read as follows: The amount of assessments determined upon as aforesaid shall be placed in the rate bill of said town,

city, borough, or district next thereafter made, and the sums so assessed shall be collected in the same manner and by the same persons as are the taxes specified in such rate bill, and the lien therefor may be continued as tax liens are by law continued in such towns, cities, boroughs, or districts. Upon the sale, or upon the contract for sale, of any real estate which may be affected by sections 1949 to 1953, both inclusive, of the general statutes as amended by the provisions of this act, the owner thereof may deposit with the clerk of said town, city, borough, or district an amount sufficient to pay for the sprinkling for which a lien may be claimed to the time of such sale, and from the time of such deposit such lien shall not be deemed an incumbrance upon such property so as in any wise to affect a contract of sale.

§ 5. This act shall take effect from its passage.

Assessments of railroads and street railways for street sprinkling. Whenever any municipality shall provide for the sprinkling of any street within its limits and such street shall be crossed at grade by a railroad or street railway, such municipality may assess upon such railroad or street railway the expense for sprinkling that portion of the street which is occupied as a right of way by such railroad or street railway, and may recover the cost of sprinkling such right of way from such railroad or street railway in any proper action. 1909, ch. 235.

TITLE ELEVEN. — CHAPTER 125.

§ 2015. Certain bridges to have draws. No bridge without a draw shall be built or maintained across any water navigated by open-deck vessels for business purposes, whose passage would be impeded thereby; and if any bridge is so maintained or its construction commenced, the superior court, as a court of equity, or any judge thereof in vacation, upon the complaint of any party aggrieved, may enjoin the maintenance or construction of such bridge, and may order its removal at the expense of the respondent, and that a suitable bridge be built, and establish the width of the draw therein. But whenever any public highway shall be laid out over any navigable water, it shall be competent for the committee of the superior court appointed with power to lay out such highway, or for a committee appointed by the superior court upon the application of the selectmen of the town which has laid out such highway, to inquire, after due and reasonable notice to all parties interested,

1873, 1881.
Rev. 1888, §2068

whether the building, construction, or maintenance of a bridge without a draw will materially interfere with the navigation of the said water by open-deck vessels for business purposes. If such committee finds that the construction or maintenance of such a bridge without a draw will not materially interfere, as aforesaid, with the navigation of said water, then said committee, after giving at least five days' notice in the manner prescribed for the service of legal process to all persons owning wharves, docks, or wharf privileges above such bridge, may assess the damages which the construction of such bridge without a draw will be to the owners of such wharf or wharf privileges, and if the committee shall find that the total amount of such damages, if paid by the town in which such bridge is located, will be more economical for such town than the construction or maintenance of such bridge with a draw, then such bridge may be maintained, built, or constructed without a draw, after the amount of damages so found has been paid to the parties entitled to the same, or has been deposited in the town treasury subject to their order; and the amount of such damages shall be paid by the town in which the bridge is located, as a part of the expense of building or maintaining such highway or bridge. All persons interested in such wharves or wharf privileges shall be entitled to all of the privileges by way of remonstrance and re-estimate of damages which are provided in this chapter for persons interested in laying out or altering a highway. This section shall not be construed to authorize the construction of a bridge without a draw over Branford river below Hobart's bridge.

Branford river.

1869, 1871.
Rev. 1888, §2671.

§ 2018. Bridges over railroad tracks. The bottom timbers of all bridges constructed over any railroad track after July ninth, 1869, shall not be less than eighteen feet above the rails, unless the railroad commissioners require a less height and prescribe the same in writing.

1801.
Rev. 1888, §2672.

§ 2019. Bridges and roads to have railings. The party bound to maintain any bridge or road shall erect and maintain a sufficient railing or fence on the side of such bridge, and of such parts of such road as are so made or raised above the adjoining ground as to be unsafe for travel; and whoever shall suffer damage in his person or property by reason of the want of any such railing or fence may recover damages from such party.

1909, ch. 168.

Damages for injuries by defective roads or bridges. Section 2020 of the general statutes is hereby amended to read

as follows: Any person injured in person or property by means of a defective road or bridge may recover damages from the party bound to keep it in repair; but no action for any such injury shall be maintained against any town, city, corporation, or borough, unless written notice of such injury and a general description of the same, and of the cause thereof, and of the time and place of its occurrence shall, within sixty days thereafter, or, if such defect consists of snow or ice, or both, within five days thereafter, be given to a selectman of such town, or to the clerk of such city or borough, or to the secretary or treasurer of such corporation, unless the action itself shall be commenced by complaint setting forth the injury and a general description of the same, and of the cause thereof, and of the time and place of its occurrence, within the time limited for the giving of such notice; and when the injury is caused by a structure legally placed on such road by a railroad company, it, and not the party bound to keep the road in repair, shall be liable therefor.

Penalty for obstructing streets with railroad cars.

1909, ch. 188.

§ 1. No railroad corporation, or receiver or assignee thereof, or its or his servant or agent, shall wilfully or negligently obstruct or unnecessarily and unreasonably use or occupy any highway or street, or shall in any case obstruct, use, or occupy a highway or street with cars or engines for more than five minutes at one time. Any railroad corporation, or receiver or assignee thereof, violating any provision of this section shall be fined not more than one hundred dollars.

Repeal. § 2. Section 2039 of the general statutes as amended by chapter 4 of the public acts of 1903 is hereby repealed.

§ 2040. **Highways in cities not to be obstructed by railroad trains.** When any railroad crosses a highway in any city at grade within two hundred feet of a covered bridge on said highway, such highway shall not be obstructed by the making up of railroad trains, nor by allowing any train, car, or locomotive, to stand on or across said highway for more than three minutes at one time; and whenever such highway has been once so used or occupied, or whenever a locomotive or train has passed entirely over it, said highway shall not again be so used or occupied or crossed by locomotive or cars, until a sufficient time has been allowed to enable all teams which are ready and waiting for the purpose to cross the tracks of said railroad. Any servant, agent, or employee of any railroad corporation wilfully

1881.
Rev. 1888, §2692.

violating any provision of this section shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1878.
Rev. 1888, §2700.

§ 2047. Highways laid out near railroad need approval of judge. No highway which does not cross a railroad track shall be laid out or opened to the public within one hundred yards of any railroad track unless the layout has been approved by a judge of the superior court, after notice to all parties in interest, and his written approval lodged in the office of the town clerk of the town in which the proposed highway is situated. No judge shall approve any such layout unless he finds that public convenience and necessity require such highway to be within such distance, and upon such approval the judge may require any town opening a highway to the public within such distance to erect and maintain such a fence between such highway and the railroad track as in his opinion the safety of the public may require.

1907, ch. 171.

Real estate of railroad company to be assessed for public improvements. § 1. All real estate, except railroad rights of way, belonging to any railroad corporation in this state, shall be subject to the same obligations as real estate belonging to individuals and private corporations concerning assessments of benefits and damages for municipal or public works and improvements, and the fact that any such real estate is held and used for railroad purposes shall not exempt it from assessment for special benefits on account of such municipal or public works and improvements.

Maintenance and repair of sidewalks; removal of snow. § 2. All such railroad corporations shall conform and be subject to the provisions and requirements of municipal charters and ordinances concerning the maintenance and repair of sidewalks and public places abutting their stations, whether passenger or freight, and concerning the removal of snow and ice from such sidewalks and public places.

1911, ch. 216.

New Streets and Highways and regulating the Repair of Highways. Section 2050 of the general statutes as amended by section one of chapter 254 of the public acts of 1905 is hereby amended by inserting after the word "grade" in the eighth, eleventh, and twenty-ninth lines of said section as amended the words "layout, location" and by inserting after the word "high-

§ 2047. Judge shall consider danger more than expense. 64 C. 256.

ways" in the seventeenth line the words "or any map of land showing such new highways or streets", so that said section as amended shall read as follows: No person, company, or corporation, excepting municipal corporations, shall lay out any street or highway in this state less than three rods in width, unless with the prior written approval of a majority of the selectmen of the town, or of the burgesses of the borough, or of the common council of the city, wherein such street or highway is located. No street or highway shall be opened to the public until the grade, layout, location, width, and improvements of such street or highway shall have received the written approval of the selectmen of the town in which such street or highway is located, or, in case the location is within the limits of a city or borough, until such grade, layout, location, width, and improvements shall have received the approval of the common council of such city or the warden and burgesses of such borough, nor until such approval shall have been filed in the office of the clerk of such town, city, or borough, as the case may be. And no such clerk shall receive or place on file any map of any such new street or streets, highway or highways, or any map of land showing such new highways or streets, until he shall have received a certificate, signed by a majority of the selectmen of the town, or, if such layout shall be within a city or borough, a certificate signed by the mayor of such city or the warden of such borough, as the case may be, that such new layout has been duly approved by such selectmen, or common council, or warden and burgesses, as herein provided. In case any street or highway shall have been laid out in violation of the provisions of this section, such street or highway shall be immediately closed by the first selectman of the town, or, in the case of a city or borough, by the officer having charge of the streets or highways in such city or borough, and shall be kept closed until such time as the grade, layout, location, width, and improvement of such street or highway shall have received the approval herein provided for.

§ 2051. Damages or benefits by change of grade of highway. When the owner of land adjoining a public highway, or of any interest in such land, shall sustain special damage or receive special benefits to his property by reason of any change in the grade of such highway, or by reason of excavations in such

1874, 1875, 1882.
Rev. 1888, §2703
1895, ch. 211.
1901, ch. 66.

highway, made in the process of repairing the same by the town, city, or borough, in which said highway may be situated, or by any corporation whether acting by authority or direction of the railroad commissioners or otherwise, such town, city, borough, or corporation, shall be liable to pay to such owner the amount of such special damage, and shall be entitled to receive from him the amount or value of such special benefits, to be ascertained in the manner provided for ascertaining damages and benefits occasioned by laying out or altering highways. Whenever special benefits shall be finally assessed and established concerning any lands or interests therein, under the foregoing provisions, such town, city, borough, or corporation, shall have a lien upon the lands concerning or upon which they are so assessed, to be established and enforced in the manner provided for establishing and enforcing liens for benefits occasioned by public works in the town, city, or borough, in which such highway is situated.

1886.
Rev. 1883, §2712.

§ 2060. Highway unsafe by railroad occupation altered by court. The superior court of the county in which is any highway, or any portion thereof, taken for railroad purposes by any other corporation than a street railway company, unless such highway or portion thereof is in a city or borough which has control of its highways, or has been constructed since such railroad, may, upon the petition of any party interested, served upon said company as other civil process, appoint a committee of three to inquire whether such highway or portion thereof is unsafe for travel by reason of such railroad, or whether any alteration of such highway or the construction of a new highway is thereby rendered necessary for the public safety and convenience; and such committee shall hear said parties and report their opinion thereon to said court, which may make any proper order in the premises; and if it shall order any such alteration or construction, and said company shall refuse to comply with such order, said town shall alter or construct such highway and may recover the expense thereof from said company.

1897, ch. 207.

§ 2081. Highway crossing railroad. When deemed discontinued. Any public highway crossing a railroad, the use of which crossing has been abandoned for a period of at least fifteen years, shall be deemed discontinued.

State Payment for Drawbridges. Section 2094 of the general statutes as amended by chapter 244 of the public acts of 1907 is hereby amended by inserting after the word "Every" in the first line of said section the word "county", by inserting in said line after the word "city" the words "individually or jointly", and by inserting after the word "the" in the fourth line thereof the words "county commissioners of such county", so that said section as amended shall read as follows: Every county, town, or city, individually or jointly, owning, operating, and maintaining a drawbridge over and across which any street railway operates its cars, shall, upon the presentation to the comptroller of a certificate to that effect, signed by the county commissioners of such county, the selectmen of such town, or the mayor of such city, receive from the state, annually, the sum of seven hundred and fifty dollars for each and every such drawbridge. 1911, ch. 237.

TITLE THIRTEEN. — CHAPTER 144.

§ 2315. Property exempt from taxation. The following property shall be exempt from taxation: . . . all moneys or funds received and accumulated by grand army posts in the state of Connecticut, from donations, bequests, and collections for charitable purposes, or which may hereafter be received by grand army posts for charitable purposes; bonds of the state of Connecticut issued pursuant to any act which provides for their exemption from taxation; bonds in the hands of the holders thereof, issued by any town or city in aid of the construction of the railroads of the Connecticut Western Railroad Company, the New Haven, Middletown & Willimantic Railroad Company, the Shepaug Valley Railroad Company, the Connecticut Valley Railroad Company, the Connecticut Central Railroad Company, or either of them, to provide or raise money to pay for stock subscribed for by it in any of said companies; but such bonds or stock, when their avails shall have been expended in the construction of any of said railroads, shall be assessed and taxed in the manner provided in § 2424. When any town or city in this state has issued or shall issue new bonds under or by virtue of any statute, public or private, for the purpose of redeeming or providing a fund to redeem its bonds originally issued in aid of

Of Grand Army posts.
State bonds.
Certain municipal bonds.

the construction of any railroad, and which by the statutes of this state were exempt from taxation, or for redeeming or providing a fund to redeem any reissue of the same, such new bonds, and the amount invested therein, shall be exempt from taxation in the hands of the holders thereof in the same manner and to the same extent as the original bonds, and the amount invested therein, and no direct, indirect, or franchise tax shall be assessed thereon.

1852, 1872.
Rev. 1888, §3830

§ 2326. Property in another state, and taxed there, exempt here. The list of any person need not include any property situated in another state, when it can be made satisfactorily to appear to the assessors that the same is fully assessed and taxed in such state, to the same extent as other like property owned by its citizens; but the provisions of this section shall not apply to moneys loaned by residents of this state to any party out of this state, as money at interest; nor to bonds issued by, or loans made to, any railroad company located out of this state, when such bonds are owned, and loans made, by residents of this state.

1877,
Rev. 1888, §3835.

§ 2330. Taxation of dwelling houses of railroad companies. Every dwelling house belonging to any railroad company shall be set in the list and taxed in the town where said dwelling house is situated, notwithstanding the fact that the same may be rented to or occupied by an employee of said railroad company; and the amount paid for taxes on any such dwelling house or houses shall be deducted from the sum required by law to be paid by such railroad company for taxes to the state.

1864, 1869, 1871,
1875, 1876, 1882,
1887.
Rev. 1888, §3919.
1907, ch. 115.

§ 2423. Returns by railroad companies. § 1. The secretary or treasurer of every railroad company, any portion of whose road is in this state, or if such portion of said road is in the hands of a trustee or receiver, then such trustee or receiver, shall, on or before the tenth day of November, annually, deliver to the comptroller a sworn statement of the condition and affairs of said company or road as they existed on the thirtieth day of the preceding September, in the following particulars, namely: the number of shares of its stock, and if the same con-

§ 2423. Cash on hand means money or instruments which pass from hand to hand or are immediately convertible into money. 60 C. 327. Tax on railroads running into other states constitutional. 60 C. 327.

sists of different classes, then of those of each class, and the market value of each share, the dividends paid per share on each class of said stock during the year preceding such thirtieth day of September, and the dates of said payments, the amount of its funded and floating debt, and the market value of any of such indebtedness which is below par in value, the number, amount, and market value of any unpaid bonds secured by mortgage on the property of said company by any of its predecessors in title and legally convertible into the capital stock of such company, the amount of bonds issued by any town or city of the description mentioned in section 2315, when the avails of such bonds, or stock subscribed and paid for therewith, shall have been expended in such construction, the amount of money actually on hand in cash in the treasury or in the possession of the proper officers or agents of the company or of any such trustee or receiver, the amount paid for taxes in this state during the year ending on said thirtieth day of September upon any real estate owned by said company, trustee, or receiver, and not used for railroad purposes, the whole length of the road, and the length of those portions thereof lying without this state.

Meetings of board of equalization to correct returns.

§ 2. Section 2441 of the general statutes is hereby amended to read as follows: The board of equalization shall meet at the treasurer's office at the capitol in every year, on the secular day next succeeding each of the last days limited by the preceding sections of this chapter for making any of the annual returns to the comptroller for purposes of taxation required by either of said preceding sections, at ten o'clock in the forenoon, to examine and correct such returns and the valuations required thereon, and to hear any party making such return in regard to such valuations, and said board may adjourn from time to time within eight days next succeeding the first day of said meetings, respectively, except that in the case of returns by railroad companies said board may adjourn from time to time to within thirteen days next succeeding the first day of said meetings; and if any person shall not make such return as prescribed, or shall make erroneous returns, said board shall, at said meeting hereinbefore fixed, or at some adjournment thereof as aforesaid, make out, upon the best information which it can obtain, the statement required to be made and returned by such person; and a true copy of such statement as corrected or made out by

said board shall be returned to each cashier, treasurer, secretary, superintendent, manager, company, association, or partnership, and the valuation of the several items of money and estate, and the amount and number, contained in such statement shall be final, and the sums required shall be paid according to it.

1911, ch. 283.

Taxation of Railroad Companies. § 1. Every railroad company, any portion of whose road is located in this state, or if such portion of such road is in the hands of a trustee, or receiver, then such trustee or receiver, shall, in addition to the other matters required by law, specify in its annual return for the purposes of taxation all the property held by it (other than its railroad and its franchises and its real estate in this state not used for railroad purposes), and, also, if possible, the amount of its capital stock issued for, and the amount of its funded and floating debt occasioned by the acquisition of such property, and if this is not possible, the actual cost of the acquisition of such property. In order to obviate a direct or indirect double taxability of such property, the amount of its funded and floating debt thus occasioned, and the amount of its capital debt thus issued, or where these are not ascertainable, the amount of such cost, shall, in computing the amount of tax to be paid by such railroad company, trustee, or receiver, to this state, be deducted from the total amount of its funded and floating debt and capital stock; provided, that the board of equalization shall have power to inquire into the correctness of any return made under the provisions of this act, and, if after hearing the parties in interest, it shall find such return to be incorrect, it shall correct the same in accordance with the facts before computing the tax to be paid in accordance therewith.

§ 2. Within sixty days after the passage of this act, the governor shall appoint a commission of three disinterested persons to examine into the system of the taxation of railroads and street railways located partly or wholly within this state, and also of all other corporations paying taxes to the state, and the statutes relating thereto, and to make such recommendations in connection therewith to the next general assembly as shall seem to them advisable. Said commission shall serve without compensation except for necessary expenses, not to exceed fifteen hundred dollars. The sum of fifteen hundred dollars is hereby

appropriated out of any money in the treasury not otherwise appropriated, to carry out the purposes of this act.

§ 2424. Tax on railroad companies. Every such railroad company, trustee, or receiver, shall, on or before the twenty-fifth day of November, annually, pay to the state one per cent. of the valuation, made and corrected by the board of equalization, of said stock, and one per cent. of the par value of such funded and floating indebtedness, as required to be contained in said statement, or, if any of said indebtedness is worth less than par, then one per cent. of its valuation made and corrected by said board, after deducting from such valuations the amount of any bonds or other obligations of said company, or of their market value, if below par, which may be held in trust for said company as a part of any sinking fund belonging to it, and also deducting from said sum required to be paid, the amount paid for taxes in this state during the year upon any real estate owned by said company, trustee or receiver, and not used for railroad purposes; and the valuation so made and corrected by said board shall be the measure of value of such railroad, its rights, franchises, and property in this state for purposes of taxation; and this sum shall be in lieu of all other taxes on its franchises, funded and floating debt, and railroad property in this state.

1864, 1869, 1871,
1875, 1882, 1887.
Rev. 1888, §3920.

§ 2425. Tax when only part of railroad lies in this state. When only part of a railroad lies in this state, the company owning such road shall pay one per cent. on such proportion of the above-named valuation as the length of its road lying in this state bears to the entire length of said road. But in fixing the aforesaid valuation and lengths, neither the value nor length of any branch thereof in this state, which the board of equalization shall determine to be of less value per mile than

1864, 1876.
Rev. 1888, §3921.

§ 2424. Exemption of original capital applied to increase, including preferred stock. 30 C. 290. This section does not exempt railroad bonds in the hands of holders. 33 C. 187. Assessments of benefits not within this section as a tax. 36 C. 255. Exemption from other taxation not limited to that used for railroad purposes. 40 C. 491. What property regarded as used for railroad purposes. 40 C. 498. Statute seeks to tax value of property within this state devoted to railroad purposes. 42 C. 103; 48 C. 53. Compensation for additional burden because of street railway not a tax. 67 C. 198.

§ 2425. No deduction because of leased lines in another state not owned. 48 C. 44.

one-fourth of the average value per mile of the trunk road, shall be included; but every such branch shall be estimated at its true and just value by the board of equalization, and such railroad company shall pay to the treasurer of this state one per cent. on such value, at the time fixed in § 2424 for the payment of other railroad taxes; and when any such sum becomes due, and such company shall not have then the management and control of its road, or the road bearing its name, the person or corporation then owning or managing such railroad shall pay such sum to the state within the time above prescribed.

1862.
Rev. 1868, §3922.

§ 2426. Lessee of railroad may deduct taxes paid from rent. The taxes paid by the lessee of any railroad, under any contract or lease, existing on the tenth day of July, 1862, may be deducted from any payments due or to become due to the lessor, on account of such contract or lease.

1881.
Rev. 1888, §3923.
1895, ch. 74.
1899, ch. 31.
1903, ch. 173.

§ 2427. Returns as to railroads and railways in other state, or boat company. Every railroad company in this state, which holds by lease or otherwise a railroad or railway in another state which is not a part of its own road, shall state in its annual return for the purposes of taxation how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for, any amount which has been expended by it in the construction or permanent improvement of such railroad or railway in another state, or in the purchase of equipment for exclusive use thereon; and how much of its capital stock was issued, under the provisions of any law of this state, in exchange for, or purchase of, the capital stock or obligations of any railroad or railway corporation whose line of railroad or railway is without the limits of this state; and how much of its funded and floating debt was occasioned by such exchange or purchase; and, in computing the amount of the tax to be paid by said company to this state, the amount of such funded or floating debt, and of such stock so occasioned or issued as aforesaid, shall be first deducted from the total amount of its funded and floating debt and stock; and such railroad company shall in said return report how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for, the purchase of the capital stock or obligations of any steamboat company operating a line of steamboats in connection with the line of said railroad company; and, in computing the amount of tax to be paid by such railroad company to this state,

the amount of such funded and floating debt and of such capital stock shall be deducted from the total amount of its funded and floating debt and stock.

§ 2428. Returns by railroad mortgagees in possession. The mortgagees or trustees of any railroad lying in whole or in part in this state, who have, or shall hereafter, come into possession of the same by virtue of any mortgage thereof, shall, within the first ten days of October, annually, so long as they remain in possession of said railroad, deliver to the comptroller a sworn statement of the value of said road, its equipment and other property located in this state, and in their hands, as such mortgagees or trustees.

1875.
Rev. 1888, §3924

§ 2429. Tax on railroad in hands of mortgagees or trustees. Said mortgagees or trustees shall, on or before the twentieth day of October in each year, or as soon thereafter as the earnings of said road or other moneys in their hands will allow, pay to the state a sum equal to one per cent. on the value of said road, equipment, and other property, less the amount of taxes paid by them on any real estate in their hands not used for railroad purposes.

1875.
Rev. 1888, §3925.

§ 2430. Return and payment when another company buys railroad. In all cases in which the road and estate of any railroad company has been, or shall be, foreclosed under any mortgage executed by it, and any other railroad company has become or shall become, by purchase or otherwise, the owner of said road and estate so foreclosed, such other company shall make the returns and payments required by this chapter, and any funded or floating indebtedness for which such railroad and estate is liable shall be considered, for the purpose of this enactment, as the indebtedness of said company, whether the same may have been contracted by it or by some predecessor in title.

1875.
Rev. 1888, §3926.

§ 2431. Taxes to be liens on railroad property. Any and all taxes which shall become due to the state from any railroad company, or from the mortgagees or trustees of any railroad under the provisions of this chapter, shall be and remain a lien on the road and property on account of which said tax is imposed, until the same shall be paid, and shall take precedence of any and all other incumbrances and liens whatever.

1875.
Rev. 1888, §3927.

1993, ch. 209.
1906, ch. 264.

§ 2432. Taxation of street railways. The existing statutes with regard to the taxation of railroads shall apply, extend to, and include all street railways of every description.

1907, ch. 268.

Taxation of corporations doing an express business wholly on lines of electric railway. Every corporation conducting an express business wholly on lines of electric or street railways within this state, shall annually, within the first ten days of October, deliver to the tax commissioner a statement, sworn to by its treasurer or other accredited officer or agent, showing the gross receipts of said corporation for its express business conducted wholly on the lines of electric or street railways within this state during the year preceding the first day of July then last past; and each such corporation shall annually, within the first twenty days of October, pay to the state two per centum of such gross receipts, which sum shall be in lieu of all other taxes upon the property of such corporation used in the conduct of such express business.

1911, ch. 172.

Taxation of Telephone Companies. Section 2439 of the general statutes as amended by chapter 158 of the public acts of 1907 and section two of chapter 191 of the public acts of 1909 is hereby amended to read as follows: Each of said corporations, associations, partnerships, or persons so doing a telephonic business in this state as aforesaid shall, annually, within the first twenty days of October, pay to the state a tax of one dollar and ten cents upon each of said telephonic transmitters so furnished or rented to any person or party for telephonic purposes, as aforesaid, except that, in the case of any such corporation, association, partnership, or person having but one central office or exchange and at least ninety per centum of whose telephone transmitters are furnished, rented, or located in the same town in which its telephone exchange is located, and the lines or exchange of which are in no way connected with or used by or in connection with the lines of any other such corporation, association, partnership, or person or any other exchange, said tax shall be seventy cents upon each of its said telephonic transmitters, and also a further tax of thirty-five cents on each mile of wire so owned, leased, controlled, and operated by said corporation, association, partnership, or person, so doing a telephonic business within this state

on the first day of July then last past, and which corporation, association, or partnership, or any person or party, then used either for the transmission of telephonic messages from any place in this or another state across any portion of this state to a place in another state, or for the transmission of telegraphic messages between any two places wheresoever; which taxes, respectively, shall be in lieu of all other taxes, except as herein provided, upon the poles, wires, telephonic and telegraphic instruments, and other personal property of said corporation, association, partnership, or person, used exclusively in said telephonic or telegraphic business; but any real estate owned by said corporation, association, partnership, or person shall be liable to taxation in the town where the same is situated.

§ 2442. Value of certain railroad stocks, how determined. If any railroad company, during the two years ending on the thirtieth day of September next preceding the time for making such annual returns, has paid regular dividends at the same annual rate per cent. on all or any class of its shares of stock, the market value of each share of such stock, or class of stock, as the case may be, for the purpose of the returns so to be made as aforesaid, shall be the average of the closing bids or prices offered for said stock or any shares thereof during the twelve consecutive months preceding the time for making such returns, as regularly published by any board of brokers, such board being named in said returns; and every party whose duty it is to make such returns shall adopt, in making the same, such average price as the invariable standard of said market value, and the board of equalization in examining and correcting said returns, and in making out the statements required to be made, as the case may be, shall conform to and adopt such valuation, unless they shall be of the opinion that the interests of the state require that the market value of said stock shall be otherwise ascertained, in which case they may find, upon the best information which they can obtain, and fix, a different valuation. As to all other shares of stock in any railroad company, the market value thereof shall be ascertained and returned, as far as possible, in the same manner as is hereinbefore provided for the shares of stock upon which regular dividends have been paid as aforesaid, but in such returns any facts may be stated showing that such market value differs from the true value, and the board of equalization, in examining and

1887.
Rev. 1868, §3931.
1899, ch.171.

correcting said returns and in making out the statements required to be made, shall regard said market value, if it can be so ascertained, as the proper standard of the value of such shares, unless from the facts stated, or from other information, they shall think it proper to adopt a different valuation, which they in such cases may do.

§ 2443. Valuation in certain cases. In all cases where for any reason it is not possible or feasible to fix or ascertain the market value for any stock in the manner aforesaid, it shall be returned by the party, whose duty it is to make such return, at the price of the last reported market sale of said stock, and in such cases the board of equalization may, in correcting said returns, and making out any statements so required to be made, fix and determine, according to the best information which they can obtain, any valuation for said stock which they may think proper.

TITLE TWENTY-TWO. — CHAPTER 197.

1831, 1852.
Rev. 1888, §1927

§ 3335. Proxies limited. No person shall vote at any meeting of the stockholders of any bank, trust company, or railroad company, by virtue of any power of attorney not executed within one year next preceding such meeting. No such power shall be used at more than one annual meeting.

1905, ch. 171.

Proxies at stockholders' meetings. At all stockholders' meetings stockholders may vote in person or by an attorney duly authorized by a written power. Every share of stock shall entitle the holder thereof to one vote except when otherwise provided in its charter or certificate of incorporation or in any statute affecting it, and persons holding stock in a fiduciary capacity and pledgors of stock shown to be such by the record of transfer shall have the same voting rights upon shares of stock so held as any holder of such shares would have, except that pledgors in the transfer of stock may expressly empower the pledgees to vote thereon. No proxy hereafter made shall be valid after the expiration of eleven months from the date of its execution unless a longer term be expressly provided for therein.

TITLE TWENTY-SIX.

RAILROAD AND RAILWAY CORPORATIONS, AND RAIL-ROAD COMMISSIONERS.

CHAPTER 212.

Organization and Powers of Steam Railroad Companies.

Railroad companies. § 1. Every railroad company ^{1905, ch. 126.} may hold such real estate as may be convenient for accomplishing the objects of its organization; may by its agents enter such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct its railroad; and may construct, equip, and maintain a railroad, with one or more tracks, over the route specified in its charter, and transport persons or property thereon by any power.

§ 2. No land shall be taken without the consent of its owner, except within two years after the approval of the location of the route by the railroad commissioners. When the lands of any *feme covert*, infant, *cestui que trust*, or person *non compos mentis*, shall be necessary for the construction of a railroad, said land may be taken on giving notice to the husband of such *feme covert*, the trustee of such *cestui que trust*, the guardian, either natural or appointed, of such infant, and the conservator of such person *non compos mentis*, who may respectively give releases for all damages for lands so taken, as fully as if the same were holden in their own right.

§ 3. Sections 3658 to 3669, inclusive, and sections 3672 to 3679, inclusive, of the general statutes are hereby repealed.

§ 3670. **Company's powers.** Every railroad company may hold such real estate as may be convenient for accomplishing the objects of its organization; may by its agents enter such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct its railroad; and may construct, equip, and maintain a railroad, with one or more tracks, over the route specified in its charter or articles of association, and transport persons or property thereon by any power. <sup>1871.
Rev. 1883, §343 8</sup>

1867, 1882.
Rev. 1888, §3439.

§ 3671. Right to take land limited. Lands of infants and others. No land shall be taken except as hereafter in this chapter provided, without the consent of its owner, except within two years after the approval of the location of the route by the railroad commissioners. When the lands of any *feme covert*, infant, *cestui que trust*, or person *non compos mentis*, shall be necessary for the construction of a railroad, said lands may be taken on giving notice to the husband of such *feme covert*, the trustee of such *cestui que trust*, the guardian, either natural or appointed, of such infant, and the conservator of such person *non compos mentis*, who may respectively give releases for all damages for lands so taken, as fully as if the same were holden in their own right.

CHAPTER 213.

Location and Construction of Steam Railroads.

1849, 1888.
Rev. 1888, §3460.

§ 3680. Taking of land; commissioners' approval. Every railroad company may lay out its road not exceeding six rods wide; and for the purpose of such layout and for cuttings, embankments, and procuring stone and gravel, and for necessary turnouts, may take as much real estate as may be necessary for the proper construction and security of the road: but no real estate without the limits of such road shall be so taken without the permission of the parties interested therein, unless the railroad commissioners, on application of such company, and after notice to said parties, shall first prescribe the limits within which real estate shall be taken for such purposes, and no railroad shall lay out and finally locate its road without the written approval of the location by said commissioners. Any company may change the location of its road, or of any section or part thereof, either before or after such location has been approved by the commissioners, *provided* such change is made before the construction of such road or of such section or part thereof has been commenced, and is made with the written approval of said commissioners; and that all damages that may be occasioned to any person by the taking of any real estate for said purposes shall be paid for by such company as provided by law.

§ 3680. The right of eminent domain may be exercised over property already taken for public use. 36 C. 198. When legislature authorizes a railroad company to take land, it in effect declares that land so taken is for a public use. 69 C. 437.

§ 3681. Deposit by company before approval of layout. Every such company, before applying to the commissioners for their approval of the location of its road, shall deposit with the state treasurer a sum equal to eleven dollars for each mile of its proposed road in this state. And the comptroller shall include such company among the several railroad companies in his next annual apportionment of the office expenses and salaries of said commissioners, estimating the length of its main track or tracks as equal to the proposed length of its road; and said treasurer shall deduct from said deposit the amount so apportioned to such company, and return the remainder to the treasurer of such company.

1882.
Rev. 1883, §3459.

§ 3682. Location may be altered; certificate. Every company, after its line of road shall have been located, approved, and established, may so far alter such location as to change the radius of its curves, the width of its layout, the extent of depot grounds, its slopes and embankments, may straighten and improve its lines, and extend its lines of sight, when such changes are approved by the commissioners, and may take land for additional tracks, turnouts, and freight and passenger stations, and for the purpose of supplying water for the use of its engines and stations. A certificate of such changes or taking, duly signed by the commissioners, shall be lodged for record in the town clerk's office in the town or towns in which such changes are made or land taken.

1863, 1883.
Rev. 1883, §3461.

Change of location of canals or water courses. § 1. Upon petition brought by any railroad company, the railroad commissioners may order the location of any canal or water course to be changed by said company for the purpose of enabling its railroad to be more advantageously constructed, maintained, or operated, reasonable notice of such application having first been given to the owner or owners of such canal or water course; and said company shall have power, for the purpose of carrying out any order of the

1905, ch. 104.

§ 3681. Layout may be in sections, and proportionate payments made as sections are approved. 73 C. 511.

§ 3682. A highway may be taken for depot. 56 C. 314. Section 3747 does not give a right of appeal from a decision on a petition based on § 3682. 60 C. 164. Where authority of commissioners and authority of municipality conflict, commissioners prevail. 66 C. 222. No appeal is allowed from decision of commissioners under this section. 71 C. 281. Taking of land to change radius of curves, etc., approved. 72 C. 489.

railroad commissioners under this act, to take real estate in the manner provided in section 3687 of the general statutes.

§ 2. The decision of the railroad commissioners upon any petition brought under this act shall be communicated to the petitioner and to all persons to whom notice of the hearing on said petition was given, within twenty days after the final hearing thereon. Any owner of any canal whose location is changed by the order of the railroad commissioners shall have the same right of appeal from such order as is given by section 3747 of the general statutes concerning appeals from orders relating to stations.

§ 3. Whenever the location of a canal or water course shall be changed as provided herein, the flow of water therein shall not in anywise be interrupted, diminished, or impaired, and the cost of making such change, and of providing a new channel for said canal or water course, together with the cost of the walls, embankments, headgates, flumes, and other structures necessary to render such canal or water course as safe and efficient as before such change, shall be entirely borne by the railroad company which petitions for such change.

§ 4. The provisions of this act shall not apply to the canal of any corporation required by its charter to maintain its canals, or any of them, in a condition for navigation nor to the canal of any corporation chartered for the purpose of improving the boat navigation of the Connecticut river or for the purpose of widening and deepening the channel of said river; but in such cases the provisions of this act shall apply when the written consent of any such corporation to the proposed change shall have first been obtained.

§ 5. This act shall take effect from its passage.

1893, ch. 264.
See § 3712.

§ 3683. May alter grades. Every company, after its line of road shall have been located, approved, and established, may alter its grades and raise any highway bridges that pass over its tracks to such height as may be approved by the commissioners; and may change the grade of the approaches to such bridges so as to conform to the change in the height of the

bridges; but this section shall not authorize any company to raise its tracks so as to lessen the distance between an existing bridge and its tracks, without the approval of the commissioners. Damages accruing to any adjoining proprietor on account of any change of grade on the highways which are approaches to any such bridge, raised under the provisions of this section, shall be assessed and paid by such company in accordance with the provisions of §§ 3713, 3714, and 3716.

§ 3684. Land for additional tracks. Any company may so alter the location of its road as to add to the number of its main tracks, and for that purpose, with the approval of the commissioners, may take additional land in the manner now provided by law; but when an additional bridge over a navigable stream shall be required by an addition to the main tracks, the same shall be constructed in such manner, of such materials, and with draws of such width, as the commissioners shall authorize and direct, and such additional bridge shall be subject to the provisions of § 3732. 1893, ch. 262.

§ 3685. Land cut off from access to highway. When any company shall take land for railroad purposes, and the effect of such taking is to cut off other land from practical access to the highway, such company may, with the approval of the commissioners, take additional land sufficient for a convenient way from the land so cut off to the highway, and shall provide for the use of the owner of the land cut off as aforesaid a suitable way over such additional land to the highway. Such way shall remain a private way for the use of the owner of the land cut off as aforesaid, and the city or town in which it is situated shall not be liable for its maintenance nor responsible for its defects. For the purposes of this section, lands may be acquired in the manner provided by law for the taking of land by railroad companies. 1884.
Rev. 1888, §3462

§ 3686. Layout through cemetery restricted. No company shall lay out or locate its road, or any part thereof, through any cemetery or any approach in common use from the highway thereto, and within one-quarter of a mile thereof, unless the railroad commissioners, when called upon to approve the proposed layout of such road, shall find that such cemetery, 1881.
Rev. 1888, §3463.

§ 3685. Cutting off land from all access to highway held a taking. 66 C. 224. Commissioners' approval settles necessity and extent of taking. 69 C. 437.

or the approach thereto, was located for the purpose of obstructing such layout, or unless said commissioners shall unanimously approve such layout or location.

1849, 1863, 1871,
1874.
Rev. 1888, §3464.

§ 3687. Land how taken; damages. When any company shall have the right to take real estate for railroad purposes, and cannot obtain it by agreement with the parties interested therein, it may apply to any judge of the superior court for the appointment of appraisers to estimate all damages that may arise to any person from the taking and occupation of such real estate for railroad purposes, and after reasonable notice of said application shall have been given to all parties in interest, such judge shall appoint three appraisers, who shall be sworn, and give reasonable notice to said parties in regard to the time and place of making such estimate, and shall view the premises and estimate such damages, but shall not include in such estimate the expense of erecting and maintaining fences along the line of such railroad. Such appraisers shall return an appraisal of such damages in writing, under their hands, to the clerk of the superior court in the county where the estate lies, who shall record it; and when so returned and recorded, such appraisal shall have the effect of a judgment, and execution may issue at the end of sixty days from the time of such return, in favor of the persons respectively to whom damages may be appraised; and such appraisers shall be paid by such company for the time actually spent in making such appraisal and return. No railroad shall be worked upon, or opened across, any real estate, until the damages appraised to any person interested therein shall have been paid or secured to his satisfaction, or deposited for his use with the treasurer of the county.

§ 3687. The appraisal does not establish a collectible or taxable debt until the sixty days have expired. 41 C. 210. The appraisal should include all damage that may arise from the taking or occupation. 66 C. 225. Quantity of land taken should be determined before assessment of damages, but not necessarily before appointment of appraisers. 13 C. 117; 13 C. 406. Grant of power of eminent domain to private corporations to be construed strictly; incidental injuries to property, which do not constitute a taking, may be basis for damages. 21 C. 294. Company does not acquire such an interest in land as to prevent adjoining owner from crossing. 23 C. 110. Location of steam railroad on highway an imposition of new servitude. 26 C. 259. Right of mortgagee in damages awarded is not recognized by the statute which regulates the proceedings. 52 C. 283. Damage for taking not to include incidental injury caused by railroad to other disconnected land of same owner. 61 C. 451. Inability of parties to agree is a question of fact for court to determine before appraisers are appointed. 69 C. 424. Landowner cannot raise question of constitutionality of act apportioning payment of damages between company and city. 72 C. 481.

§ 3688. Land within location. Any company, owning a railroad which has been constructed and is being operated over land to which it has not acquired title, may take such land within the limits of its location, at any time within two years after the approval of such location by the commissioners, by proceedings under § 3687. 1889, ch. 149.

§ 3689. Land in highway or private way. Whenever such company shall have acquired the right to take any land used for a public highway or a private way, it shall, before taking possession of the same, apply to a judge of the superior court, as provided in § 3687, for the appointment of appraisers to ascertain all damages that may arise to any person in consequence of such taking. The appraisers so appointed shall be sworn, and shall give notice of the time and place of their meeting by posting on the signpost of the town where the highway or private way is situated, and also by advertising once a week for four consecutive weeks in a newspaper published in said town, or if no newspaper is published in said town, then in a newspaper published in the county. They shall also give reasonable notice, in writing, to the persons owning the land occupied by the highway or private way. At the meeting of the appraisers, any person claiming that he will be damaged by the taking and occupation of such highway or private way shall be heard, whether he is the owner of the land or not; and the appraisers shall award such damages as may seem to them just and reasonable. Further proceedings in connection with the condemnation of such land shall be as prescribed by § 3687. 1889, ch. 170.

§ 3690. Abandonment of road; damages. When any land shall have been taken for railroad purposes and the damages shall have been appraised, and such road, or any part thereof, shall have been abandoned or discontinued before the same has been opened and worked, no execution shall issue, nor shall an action for the recovery of such damages be brought against the company which took such land, by any of the owners of land over which such road or part of a road shall have been laid out and discontinued as aforesaid; but any such owner may recover of such company the actual damage which he may have suffered in consequence of such taking, or for any unreasonable delay in opening and working such road. 1858.
Rev. 1888, §3465.

1909, ch. 87.

Railroad company may petition for elimination of its grade crossings. § 1. Any railroad company may bring its petition in writing to the railroad commissioners, alleging that public safety requires the elimination of the crossing of its railroad at grade by a highway or highways through the removal of such line of railroad between any two contiguous stations or any two points between which there is no station so as to coincide with some other line of railroad owned and operated by such company between the same two points or stations, and praying that the same may be ordered; whereupon, the commissioners shall appoint a time and place for hearing the petition, and shall give such notice thereof as they shall judge reasonable to such company and the municipalities in which such crossing and such two points or stations are situated. If, upon such hearing, it appears to the railroad commissioners that proper and adequate service will be afforded to the public in the transportation of passengers and freight within the towns in which such line of railroad to be moved is located, they shall order the removal, and such railroad company shall thereupon have the right to remove its line of railroad to such other line, and to abandon such portion of its railroad as may be removed to such other line, and its franchise thereto.

Orders of commissioners ratified. § 2. All orders of the railroad commissioners heretofore made on the petition of a railroad company, determining and requiring the elimination of grade crossings by the removal of the line of any railroad between any two points or stations to some other line of railroad owned and operated between the same two points or stations, wherein it is found that proper and adequate service will be afforded to the public in the transportation of passengers and freight within the towns in which such line of railroad is located, are hereby ratified and confirmed, and such railroad company may abandon such portion of its railroad as may be or may have been removed to such other line, and its franchises thereto.

1849.
Rev. 1888, §3467

§ 3691. Owner may require description of land. When any company shall take any property for the purpose of its railroad, the owner of such property may at any time within three years thereafter demand in writing of the treasurer of the company a written description of the property so taken, and such company shall within thirty days deliver to him such de-

scription: and if it fail to do so, all its rights to enter upon or use such property, except for making surveys, shall be suspended until it shall have delivered such description.

§ 3692. Plan of road to be deposited with town clerk.

Within ninety days after the railroad of any company shall have been laid out in any town and approved by the commissioners, such company shall deposit with the town clerk a correct plan, signed by its president, of so much of such railroad as lies in such town, drawn on a scale of at least five inches to the mile, upon which shall be accurately delineated the direction and length of each course and the width of the land taken.

1849.
Rev. 1888, §9468.

§ 3693. Statement filed with secretary of state.

Every company shall, within six months after the final location of its road, file with the secretary of state a statement of such location, defining the courses and distances.

1849.
Rev. 1888, §9469.

§ 3694. Condemnation of corporate stock.

In case any railroad company acting under the authority of the laws of this state shall have acquired more than three-fourths of the capital stock of any steamboat, ferry, bridge, wharf, or railroad corporation, and cannot agree with the holders of outstanding stock for the purchase of the same, such railroad company may, upon a finding by a judge of the superior court that such purchase will be for the public interest, cause such outstanding stock to be appraised in accordance with the provisions of § 3687. When the amount of such appraisal shall have been paid or deposited as provided in said section, the stockholder or stockholders whose stock shall have been so appraised shall cease to have any interest therein, and on demand shall surrender all certificates for such stock, with duly executed powers of attorney for transfer thereon, to the corporation applying for such appraisal.

1895, ch. 232, §1.

§ 3695. Stockholder may begin proceedings.

If any person holding a minority of the shares of stock in any corporation referred to in § 3694 cannot agree with the railroad company owning three-fourths of such stock for the purchase of his shares, he may cause the same to be appraised in accordance with the provisions of § 3687. When such appraisal has been made and recorded in the office of the clerk of the superior court of any county where such railroad company operates a railroad,

1895, ch. 232, §2

and the certificates for such stock, with duly executed powers of attorney for transfer thereon, have been deposited with such clerk for such railroad company, such appraisal shall have the effect of a judgment against such company and in favor of the holder of such stock, and at the end of sixty days, unless such judgment is paid, execution may be issued.

1870.
Rev. 1888, §3470

§ 3696. Security from contractors for labor; liability of company. Every company, in making contracts for the building of its road, shall require sufficient security from the contractors for the payment for all labor thereafter to be performed in constructing the road by persons in their employ; and the company shall be liable to the laborers employed for labor actually performed on the road, if, within twenty days after the completion of such labor, they shall, in writing, notify its treasurer that they have not been paid by the contractors.

1907, ch. 124.

Railroad may be operated by electricity. Any railroad company organized under the laws of this state may operate its railroad, or any part thereof, by electricity; provided, however, that no part of a railroad to be operated under the provisions of this act shall be opened for public travel unless the company operating the same shall have first obtained a certificate signed by the railroad commissioners that such railroad or part thereof is in a suitable and safe condition.

1882, 1883.
Rev. 1888, §3471.
1889, ch. 92.

§ 3698. Crossing of one railroad by another. Any company may, in the construction of its railroad, cross the railroad of any other company, or connect with the same. If it cannot agree with such other company as to such crossing or connection, the commissioners may determine the place and manner of such crossing or connection, after reasonable notice to the companies in interest to appear and be heard in relation to the matter, and may make such orders as to bridges, abutments, piers, tunnels, arches, excavations, retaining walls, embankments, and approaches as they shall judge necessary; but no railroad shall cross any other railroad at grade, except for the purpose of connecting therewith, when the avoidance of a grade crossing is practicable, and the commissioners shall be judges of the question of practicability.

§ 3698. Injury to steam railroad from electric road crossing at grade is *damnum absque injuria*. 65 C. 434.

§ 3699. Construction of branches. Any company in 1889, ch. 166, §1.
this state may build branches from its main line or from any
of its leased lines; *provided*, that the construction of such
branches is found by a judge of the superior court, upon due
application, after such reasonable public notice as such judge
may order, to be of public necessity and convenience.

§ 3700. Charters amended. Section 3699, this section, 1889, ch. 166, §4.
and § 3701 shall be deemed to be an addition to, and amendment
of, all charters of railroad companies, and shall repeal all
limitations in any such charters as to the length of branches
which such companies may build.

§ 3701. Branches may be mortgaged. For the pur- 1889, ch. 166, §2.
pose of paying the cost of building any such branch, any railroad
company may issue bonds secured by mortgage to the amount
of one-half of said cost, to be verified in the manner provided in
§ 3804 for verifying the cost of a railroad for the purpose of
issuing bonds.

§ 3702. Contracts with connecting roads. Any com- 1871.
pany may make lawful contracts with any other company with Rev. 1888, §3472.
whose railroad its tracks may connect or intersect, in relation 1889, ch. 166, §3.
to its business or property, and may take a lease of the property
or franchises of, or lease its property or franchises to, any such
company.

§ 3703. Leases to be approved by stockholders. No 1878.
lease of any railroad shall be binding on either of the contract- Rev. 1888, §3473.
ing parties for a period of more than twelve months, unless
approved by the stockholders of the companies that are parties
to the lease, by a vote of two-thirds of the stock represented at
a meeting of the stockholders called for that purpose. At least
one month's notice of such meeting shall be given by advertis-
ing twice a week for four weeks in a daily paper published in
the state, and also by mailing a copy of the call and of the lease
to each stockholder. Said notice and call shall state that at the
meeting the lease will be submitted for the approval of the
stockholders.

**§ 3702. Lessor is not usually exempt from liability for negligence of
lessee in operating railroad.** 65 C. 230.

1887.
Rev. 1888, §3447,
§3475.

§ 3704. **Record of conveyance or lease.** All conveyances by any company or its assigns, of any interest in the location of its railroad, to be used or enjoyed for railroad purposes, may, and if in the nature of a lease for more than one year, shall be filed for record by the grantee or lessee in the office of the secretary of state. Certificates of the assignment, release, or foreclosure of any interest or lien in or upon the location of any railroad, acquired under any such conveyance as is specified in this section, or by virtue of the general laws of the state, may be filed for record in like manner and with like effect.

1849.
Rev. 1888, §3476.

§ 3705. **Crossing highways or watercourses.** When it shall be necessary for the construction of a railroad to intersect or cross any watercourse not navigable, or any public highway, the company may construct such railroad across or upon the same if the commissioners shall judge it necessary, and authorize it by their order. Such company shall restore such watercourse or highway to its former state, or in a manner not to impair its usefulness. In case any highway is so located that such railroad cannot be judiciously constructed across or upon the same without interfering therewith, such company may, with the consent of the commissioners, cause such highway to be changed or altered, so that such railroad may be constructed on the best site. Such company shall put such highway in as good situation and repair as it was in previous to such alteration, under the direction of the commissioners, whose determination thereon shall be final.

1869.
Rev. 1888, §3477.

§ 3706. **Appeals.** When any such company shall be authorized by an order of the commissioners to cross any pond, stream, or watercourse not navigable, an appeal shall be allowed to any interested person aggrieved by such order, to any judge of the superior court, within twenty days after the owners of the land adjoining such stream at the point of such crossing

§ 3705. Excavations or embankments made by railroad company, affecting value of adjoining property, are a ground for damage. 21 C. 309; 22 C. 87. The location of the substituted highway by commissioners is not subject to review. 27 C. 146. If company fails to restore highway it must indemnify town if town becomes liable for defect. 27 C. 158. Company liable for injury arising from culvert which it left uncovered in street. 29 C. 434. Where proper change of highway is once made, company is not bound to make further change by reason of increased travel. 45 C. 331. Where company built bridge, and injury resulted because borough raised highway beneath, company was not liable. 54 C. 591. Where municipal rights under charters and railroad rights under general statutes in streets conflict, railroad rights prevail. 66 C. 223.

shall have had actual notice of said order. Said appeal shall be by a written petition for a hearing in regard to the order, with a citation attached thereto, returnable within twelve days after its date and served upon such company at least five days before the return day. For the purpose of disposing of said appeal, said judge shall have all the powers of the superior court, and may proceed, by himself or by committee, to a hearing, and may either confirm said order or make such different order concerning such crossing or intersection as he may deem just and proper, and may award costs as in civil actions. Said appeal shall be a *supersedeas*, so far as such crossing is concerned, until judgment shall be rendered thereon by said judge.

§ 3707. Land may be taken for change of highway.

When any highway or street shall be altered by any railroad company with the consent of the commissioners, and it shall be necessary to take any land for a highway to which such company has not obtained title, and over which neither such company nor the town in which such alteration shall be made has any right of way, and such company is unable to agree with the owner thereof in regard to the amount of damages to be paid therefor, the same proceedings shall be had for the purpose of procuring the required right of way as are provided by law in regard to taking land for railroad purposes.

1871.
Rev. 1888, §3479.

§ 3708. Construction of railroad over highway at grade restricted.

Every company which may locate and construct a railroad across any highway shall construct it so as to cross over or under the same; and may, under the direction of the commissioners, raise or lower the same at such crossing, or change the location thereof; and shall make and maintain such bridges, abutments, tunnels, arches, excavations, embankments, and approaches, as the commissioners shall order, and the convenience and safety of the public travel upon such highway may require; but the commissioners may, upon due notice to such company and to the selectmen of the town or mayor of the city in which such crossing is situated, direct such company

1849, 1883.
Rev. 1888, §3480.

§ 3708. Change in highway wholly to save expense to company unauthorized. 25 C. 402. Term bridge, as used in city charter, held to exclude approaches and embankments. 39 C. 128. Company not liable for accident caused by borough's raising highway after completion of overhead bridge. 54 C. 591. This section construed with § 7 of the act of 1889. 62 C. 496. This section controls where city charter conflicts with it. 66 C. 222. City has no appeal from order of commissioners fixing bridge supports at curve. 57 C. 85.

to construct its railroad at such crossing upon a level with the highway; but no such direction shall be given in any case except for special reasons which shall be recorded in the records of the commissioners.

1895, ch. 2.

§ 3709. Street railway crossings. No steam railroad shall hereafter be constructed across the tracks of any electric, cable, or horse railway at grade.

1883.
Rev. 1888, §3481.

§ 3710. Construction of new highway crossing railroad. Expense. When a new highway shall hereafter be constructed across a railroad, such highway shall pass over or under the railroad, as the commissioners shall direct. The company operating such railroad shall construct such crossing to the approval of the commissioners, and may take land for the purposes of this section in the manner provided by law for the taking of land by railroad companies. One-half the expense of such crossing shall be borne by the company constructing the same, and one-half thereof shall be paid to said company by the town, city, or borough which constructs such highway.

1887.
Rev. 1888, §3482.
1897, ch. 70.

§ 3711. Commissioners to direct as to bridge over railroad. When a highway is laid out, or ordered to be laid out, across a railroad, and the railroad commissioners shall direct such highway to be carried over the railroad, they shall determine the length, width, and material of the bridge over the railroad before the damages that may be occasioned to any person by the taking of land for such highway are finally assessed; and said commissioners may require such bridge to extend beyond the railroad crossed by it. No structure shall hereafter be constructed or reconstructed over and across any railroad until the commissioners shall have determined the length, width, material, and plan of such structure and its height above the roadbed of such railroad, and the necessity for such construction or reconstruction.

§ 3710. It is not a taking of property to compel a company to pay half the expense of a bridge to protect the public. 60 C. 6. Where highway crossing railroad at grade was commenced before this section was enacted, the act prevented its completion. 55 C. 69; 70 C. 390. Commissioners may decide whether highway is to go over or under railroad, before acceptance of report of committee to lay out highway. 59 C. 210. Layout of street across railroad, without notice or compensation, may be set up in defense when city seeks injunction against obstruction of street. 72 C. 225.

§ 3712. Covered bridges. In all covered bridges constructed on the line of any railroad, the distance between the top surface of the rail laid in the track on the bridge and the under side of the cross-beams overhead shall be at least eighteen feet.

1869.
Rev. 1888, §3500.
See §2018.

Removal of Grade Crossings. Section 3713 of the general statutes is hereby amended to read as follows: The selectmen of any town, the mayor and common council of any city, the warden and burgesses of any borough, within which a highway crosses or is crossed by a railroad, or the directors of any railroad company whose road crosses or is crossed by a highway, may bring their petition in writing to the public utilities commission, alleging that public safety requires an alteration in such crossing, its approaches, the method of crossing, the location of the highway or crossing, the closing of a highway crossing and the substitution of another therefor, not at grade, or the removal of obstructions to the sight at such crossing, and praying that the same may be ordered; whereupon said commission shall appoint a time and place for hearing the petition, and shall give such notice thereof to such petitioners, the company, the municipality or municipalities in which such crossing is situated, and the owners of the land adjoining such crossing and adjoining that part of the highway to be changed in grade, as it shall judge reasonable; and after such notice and hearing said commission shall determine what alterations or removals, if any, shall be made and by whom made. If such petition is brought by the directors of a railroad company, or in behalf of any such company, said commission shall order the expense of such alterations or removals, including the damages to any person whose land is taken, and the special damages which the owner of any land adjoining the public highway shall sustain by reason of any such change in

1876, 1877.
Rev. 1888, §3489.
1889, ch. 220, §1.
1911, ch. 196.

§ 3713. This section is a police regulation, and is constitutional. 57 C. 95; 58 C. 532. Entire expense may be imposed on company if facts warrant. 57 C. 167. The commissioners have sole original jurisdiction to determine whether public safety requires a change in a grade crossing. 59 C. 402. Provision for abolishing one grade crossing a year for every sixty miles of road is a police regulation binding corporation; it operates as an amendment to its charters without its consent. 62 C. 527. Damages resulting from closing street are a part of expense mentioned in this section. 66 C. 226. In removing grade crossing, commissioners may authorize location of abutment in highway. 70 C. 305.

the grade of such highway, to be paid by the company owning or operating the railroad in whose behalf the petition is brought; and in case such petition is brought by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, it may, if the highway affected by such determination was in existence when the railroad was constructed over it at grade, or if the layout of the highway was changed for the benefit of the railroad after the layout of the railroad, order an amount not exceeding one-quarter of the whole expense of such alteration or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the petition is brought, and the remainder of the expense shall be paid by the company owning or operating the road which crosses such public highway; if, however, the highway affected by such last-mentioned order has been constructed since the railroad which it crosses at grade, said commission may order an amount not exceeding one-half of the whole expense of such alteration or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the application is brought, and the remainder of the expense shall be paid by the company owning or operating the road which crosses such public highway. The directors of every company which operates a railroad in this state shall remove or apply for the removal of at least one grade crossing each year for every fifty miles of road operated by it in this state, which crossings so to be removed shall be those which in the opinion of said directors are among the most dangerous upon the lines operated by it; and if the directors of any railroad company fail so to do, said commission shall, if in its opinion the financial condition of the company will warrant, order such crossing or crossings removed as in its opinion said directors should have applied for the removal of under the above provisions, and said commission in so doing shall proceed in all respects as if the said directors had voluntarily applied therefor.

1884.
Rev. 1888, §3483
1889, ch. 220, §§2
3.

§ 3714. Commissioners may order removal of crossings. The railroad commissioners may, in the absence of any application therefor, when in their own opinion public safety requires an alteration in any highway crossed at grade by a rail-

§ 3714. Commissioners may order new highway, if rendered necessary by change in old. 59 C. 407. Commissioners may order two converging highways joined so as to make a single grade crossing. 53 C. 367. Removal of crossing held to be made pursuant to commissioners' order, though enforced by mandamus. 72 C. 276.

road, or by railroads belonging to or operated by more than one company, after a hearing had upon such notice as they shall deem reasonable to the company or companies owning or operating such railroad or railroads, and to the selectmen of the town, mayor of the city, or warden of the borough, within which such highway is situated, and to the owners of the land adjoining such crossing, order such alterations in such highway as they shall deem best, and shall determine and direct by whom such alterations shall be made, at whose expense, and within what time; *provided*, that in all cases arising under this section, one-fourth of the expense, including damages and special damages as aforesaid, shall be paid by the state, and the remainder shall be assessed upon the railroad company or companies benefited by such order; *and provided*, that such alterations as are thus made at the primary instance of the railroad commissioners shall not be ordered so as to direct the construction of more than one bridge in any one year on any one railroad. Railroad companies may take land for the purpose of this section and § 3713 in the manner provided by law for the taking of land by railroad companies.

Penalty for exceeding appropriation; exceptions.

Whenever any specific appropriation of money may have been made by the General Assembly, by the representatives and senators of any county, or by any community or corporation named in the preceding section, every agent, commissioner, or executive officer of the state, or of any county, city, borough, town, or school district, who shall wilfully authorize or contract for the expenditure of any money, or the creation of any debt for any purpose in excess of the amount specifically appropriated for such purpose by the general assembly, the county representatives and senators, or the community or corporation of which he is agent, commissioner, or executive officer, unless such expenditure shall be made or debt contracted for the necessary repair of roads or bridges, or the necessary support of schools or paupers, in cases arising after the proper appropriation has been exhausted, shall be fined not exceeding one thousand dollars, or imprisoned in the county jail not exceeding one year, or both.

Railroad commissioners may order removal of obstructions to view. § 1. If the view of that portion of the tracks of any railroad, crossing a highway at grade, which adjoins such

crossing is obstructed by trees, shrubbery, embankments of earth, or structures of any kind, the railroad commissioners may, after a hearing had upon such notice as they deem reasonable to the company or companies owning or operating such railroad or railroads and to the selectmen of the town, mayor of the city, or warden of the borough wherein such crossing is situated, and to the owners of the land adjoining such crossing, make such orders for or concerning the removal of any such obstruction as will afford an unobstructed view of said railroad tracks and said highway for a distance of at least one hundred and fifty feet in each direction from said crossing. For the purposes of this act, land or easements in land may be taken in the manner provided by law for the taking of land by railroad companies; all orders of the railroad commissioners pursuant to the provisions of this act shall specifically set forth the limits within which land may be taken, and the nature, purposes, and specific limits of the easements so authorized to be taken by virtue of this act. The whole expense occasioned by any order of said commissioners under the provisions of this section shall be borne and paid by such railroad company.

Appeals. § 2. The provisions of section 3718 of the general statutes relating to appeals are hereby made applicable to this act.

1883.
Rev. 1888, §3484.

§ 3715. Amount of land to be taken limited. No land shall be taken by any railroad company for the purpose mentioned in § 3714, except such as the commissioners shall find to be necessary for such purpose; but no such taking need be based upon any special finding that public necessity and convenience require such taking.

1889, ch. 220, §4.
1876.
Rev. 1888, §3490.

§ 3716. Highway crossed by more than one railroad. Whenever the railroad commissioners, upon an application brought under the provisions of § 3713, shall find that any highway crosses or is crossed by the tracks of more than one railroad, and the tracks of such railroads are so near together that public convenience requires the work of separating the grades to be done under and in compliance with one order, they shall give notice to all the companies operating such railroads to appear before them and be heard upon the application; and after such notice and hearing said commissioners shall determine what alterations shall be made, if any, so as to separate the grades of all of such crossings at the same time, and shall de-

termine by whom such work shall be done, and they shall apportion the expense to be borne by the railroad companies between such companies in such manner as they, the said commissioners, shall deem proper.

§ 3717. Assessment of damages. In case the party by whom such changes in the highway are to be made cannot agree with the owner of land or other property to be taken or removed under such decision of the commissioners, the damages shall be assessed in the same manner as is provided in case of land taken by railroad companies, and the expense of such assessment shall be paid in the same manner as the expense of the alterations.

1876, 1877.
Rev. 1888, §3491,
1889, ch. 217.

§ 3718. Appeals. The decision of the commissioners relating to any matter upon which they may act under the authority of §§ 3713, 3714, 3716, and 3717 shall be communicated to the petitioners and to all persons to whom notice of the hearing on said petition was given, within twenty days after the final hearing; and any person aggrieved by such decision, who was a party to said proceeding, shall have the same right of appeal therefrom as is given by § 3747 concerning appeals from decisions relating to depots.

§ 3719. Repair of structures over or under railroads. **Notice of defect.** Railroad companies shall keep in repair all structures over or under their tracks at any highway crossing, and the approaches to the crossings when the same are made with plank surface, and shall also keep in repair the surface of the highway, including the planking or other surface material of the highway upon such structure. The municipality where such structures are located shall give written notice to an agent of the company responsible for such structures of any defect in the same.

1889, ch. 220, §7.
1893, ch. 244.

§ 3717. 66 C. 222. This section gives town power to take land for change in highway. 57 C. 102.

§ 3718. The superior court on appeal has the same discretionary powers as the commissioners. 57 C. 172. Where it did not appear that proceeding was under special act making commissioners' decision final, appeal was held valid under this section. 70 C. 328.

§ 3719. Section 7 of the act of 1889 and § 3707 construed together. 62 C. 496. See case cited under § 3730.

1907, ch. 260.

Changes in highway passing over or under railroad.

§ 1. When any highway passes over or under a railroad, if the convenience and necessity of the public require a change in such highway, the town, city, or borough in which such highway is located may bring a petition to the railroad commissioners in the manner prescribed in section 3713 of the general statutes, and, after the notice prescribed by said section, said railroad commissioners shall proceed to a hearing on said matter, and may make such order as they deem necessary for the convenience and necessity of the public or the safe and suitable operation of the railroad. For the purposes of this act, said railroad commissioners shall have and exercise all and the same powers now conferred by statute upon said commissioners concerning the removal of grade crossings, and land may be taken and acquired in the manner provided by law for the taking of land by railroad companies. The party upon whom shall be imposed, by such order, the duty of making such changes in such highway may use the material and abutments of any existing bridge in the old highway in the construction of a bridge in the substituted or changed highway. The expense of any changes ordered as hereinbefore provided shall be apportioned among the railroad company, the town, city, or borough interested therein, and any street railway company whose tracks are located in such highway or which has power to lay its tracks therein as provided by section 3863 of the general statutes, in such manner as the railroad commissioners shall deem equitable; but in no case shall an amount in excess of one-half of the expense of such alteration, including land damages or special damages, be assessed upon any such town, city, or borough.

Appeals. § 2. The provisions of section 3718 of the general statutes concerning appeals shall be applicable to this act.

1898, ch. 252.

§ 3720. **Reimbursement of towns and cities.** The amount assessed by any order of the railroad commissioners, or the superior court upon appeal therefrom, against any town or city in this state, where the application was brought by the directors of a railroad company after the first of May, 1885, for the removal of a grade crossing in a highway which was in existence before the construction of the railroad, shall be reimbursed by the state to such town or city. Such town or city shall present its claim to the comptroller, with proofs and certificates to his satisfaction from the commissioners; and the

comptroller shall thereupon draw his order on the treasurer in favor of such town or city, for the amount which he shall find due on such claim.

§ 3721. **Penalty for noncompliance.** Every railroad company which shall fail to comply with any requirement of law or any order of the commissioners relating to the removal of any grade crossing or the care of any highway crossing shall forfeit, to the town in which such crossing is situated, one hundred dollars for each month of such noncompliance; and the commissioners shall give notice of all such forfeitures to such town, which shall collect the same.

1884.
Rev. 1888, §3485.

§ 3722. **Change of highway near railroad.** When a railroad has been laid out, located, or constructed so near a highway as, in the opinion of the selectmen of any town, the warden of any borough, or the mayor of any city, within which such highway is situated, to endanger public travel, such selectmen, warden, or mayor may bring their petition to the railroad commissioners, setting forth the facts; and the commissioners, after reasonable notice to the railroad company to appear and be heard in relation thereto, shall, if in their opinion public safety so requires and a change of the location of such highway is practicable, forthwith order said company to make such change, in such manner as the commissioners may determine. The expense of such change, including the cost of fencing such relocated highway, shall, if such railroad has not been constructed at the time of bringing such petition, be paid by the company, but if the railroad has been constructed at such time, then one-half of such expense shall be paid by the company and one-half by such town, city, or borough.

1884.
Rev. 1888, §§3486,
3487.

§ 3723. **Commissioners may change highway.** Upon petition brought by any railroad company, the railroad commissioners may order the location of a highway to be changed, when they find that such location endangers public travel; and they may make orders for the relocation of such highway to the same extent as if such petition were brought under § 3722, by the authorities of a city, town, or borough; *provided*, that whenever a petition is brought under the provisions of this section, the entire expense of making the changes shall be paid by such company.

1895, ch. 276, §1.

1895, ch. 276, §2.

§ 3724. Land may be taken for change. Whenever the commissioners shall order a change in the location of a highway under the provisions of §§ 3722 or 3723, and the parties ordered by the commissioners to do the work cannot obtain the necessary land by agreement, the company, or the town, city, or borough ordered to do the work, may take the land necessary for carrying out the orders of the commissioners in the same manner as lands are taken for railroad purposes under § 3687.

1895, ch. 185.

§ 3725. Statutes made part of charters of railroad companies. The provisions of §§ 3680, 3682, 3683, 3684, 3685, 3687, 3690, 3691, 3698, 3702, 3705, 3707, 3722, and 3726 shall be deemed a part of the charter of every company authorized to construct, own, or operate any steam railroad within this state, and all powers and privileges conferred and all duties and obligations imposed upon such companies by said sections are conferred or imposed upon such companies in the same manner and to the same extent as if the provisions of said sections were parts of the charters of such companies.

1876.
Rev. 1888, §3466.
1889, chs. 148,
252.
1893, ch. 203, §§1,
2, 3.

§ 3726. Easements and private crossings may be condemned. The owner of any private crossing at grade of the tracks of a railroad company, or of any right, title, interest, easement, or privilege in land used by a company for railroad purposes, or any such company whose land is incumbered by any such private rights, may bring a written petition to the railroad commissioners for the condemnation of such rights, alleging that public safety requires the elimination of such incumbrance. The commissioners shall thereupon appoint a time and place for hearing the petition, and shall give such notice thereof as they shall judge reasonable to the owner of such rights, to the company, and to the owners of land adjoining the highway to be laid out as a substitute for such private crossing, as hereinafter provided, if any such highway is to be laid out. Upon the hearing of said petition, if public safety so requires, the commissioners shall authorize the company to condemn such private rights, and thereupon the company may proceed to condemn the same in the manner provided by law for the taking of lands by such companies. Upon the hearing of said petition, if the commissioners shall be of opinion that public convenience

§ 3726. Suit by company, for injunction against removal of fence closing farm crossing, a sufficient suit under this section. 60 C. 200.

and necessity require a highway on account of the elimination of such private rights in the land of the railroad company, they may lay out a highway sufficient to satisfy public convenience; but such highway shall not be laid out if the land of a private owner, with which the incumbrance is associated, is already connected with a public highway. If the commissioners shall order a new highway, as hereinbefore set forth, they shall assess the expense of making the same, including the damages to any person whose land is taken, proportionally, upon the person and parties especially benefited thereby, but at least one-half of such expense shall be paid by the company. The commissioners may order the elimination of any private crossing at grade, as aforesaid, by the substitution of an overhead or underneath crossing, in which case the expense of making such change, including land damages, shall be paid by the company. Any person aggrieved by any order or judgment of the commissioners under this section may appeal from such order or judgment to the superior court for the county in which the land lies, in accordance with the provisions for appeals in § 3747.

§ 3727. Highway crossing discontinued. When the use of a highway crossing over a railroad has been abandoned for fifteen years, such crossing shall be deemed discontinued. 1897, ch. 207, §1.

Right of railroad to take land upon discontinued highways. When any highway, or portion thereof, in which are located tracks of any railroad or railway, shall be lawfully discontinued, the company owning or operating such railroad or railway shall have the right, with the approval of the railroad commissioners, to take land for its railroad or railway within the limits of such highway or part thereof discontinued, in the manner provided in section 3687 of the general statutes.

1909, ch. 64.

§ 3728. When crossing must be restored. When a private crossing has been removed by a railroad company without the consent of the owner or owners, the company from whose tracks such crossing has been removed shall restore the same in good order upon the written request of the owner or owners, and for failure so to do such company shall forfeit five dollars per day to the person or persons owning or having a right to use such crossing, such forfeiture to begin thirty days from the date of such notice.

7, ch. 207, §2.

1884.
Rev. 1888, §3488.

§ 3729. Repairs and maintenance of changed highway. When the commissioners, in accepting the layout of any railroad company, have in such acceptance provided that portions of such railroad shall not be constructed until certain highways have been relocated or changed by such company, and the obligation of repairing or maintaining the whole or any part of such highways is imposed upon any person or corporation other than the town, city, or borough within which such highway may be located, such provision shall be binding upon the company, and it shall be its duty to maintain and repair said highway so relocated or changed, in the same manner and to the same extent that such other person or corporation was bound to repair and maintain the same before such relocation or change. For the purposes of this section, land may be acquired in the manner provided by law for the taking of land by railroad companies. Any such company may use the material and abutments of any existing bridge in the old highway, in the construction of a bridge in the substituted highway, and shall provide suitable temporary accommodations for public travel over the old highway until the new highway is completed, and shall be solely responsible for injuries resulting from its negligence in the matter of such temporary accommodations. The selectmen of any such town may discontinue such parts of the old highway as in their judgment are not of public convenience and necessity.

1884.
Rev. 1888, §3499.

§ 3730. Guards for rails at crossings. When any railroad is crossed by a highway at the same level, the company operating such railroad shall, at its own expense, so guard its rails by plank or otherwise as to secure a safe and easy passage across its road. If the selectmen of any town, the mayor of any city, or the warden of any borough shall represent in writing to the railroad commissioners that a company has failed to comply with the requirements of this section in regard to any highway within such town, city, or borough, said commissioners shall examine such crossing and make such order as they may deem necessary to carry out the provisions of this section.

§ 3729. When the jurisdictions of railroad commissioners and municipal authorities conflict, the commissioners prevail. 66 C. 222.

§ 3730. City has no power to repair crossing neglected by railroad; remedy is through commissioners. 70 C. 397.

§ 3731. Bridge guards. Penalty. Every railroad company shall, if required by the commissioners, erect and thereafter maintain suitable bridge guards at every bridge over its railroad when the overhead structure is less than eighteen feet in height above the track. Such bridge guards shall be approved by the commissioners, and be erected and adjusted to their satisfaction. Every company refusing or neglecting to comply with the provisions of this section shall forfeit fifty dollars to the state for each month of continuance in such refusal or neglect.

1878.
Rev. 1888, §§3501,
3502.

§ 3732. Footways on railroad bridges. When in the opinion of the selectmen of any town, or of the common council of any city, a footway upon the line of any railroad bridge or causeway within the limits of such town or city would be of public convenience, and the railroad company owning such bridge or causeway shall not consent thereto, such selectmen or common council may call out the railroad commissioners, who, after due notice to such company, shall inquire into the facts, at the expense of such town or city. If the commissioners shall find that a footway along such bridge or causeway would be of public convenience, they shall authorize such town or city to construct or maintain the same at their own expense, and to attach the same for support to such bridge or causeway. Such footway shall be constructed entirely outside of the bridge or causeway to which it is attached, and so constructed, maintained, and used as not to interfere with the necessary and proper use of such bridge or causeway.

1866.
Rev. 1888, §3503.

§ 3733. Cattle guards. Every railroad company shall construct suitable cattle guards and fences at all railroad crossings of passways or highways, to prevent cattle from passing upon its railroad, except when the railroad commissioners deem it unnecessary.

1850, 1874.
Rev. 1888, §3504.

§ 3734. Fences. Every company shall erect and maintain fences on the sides of the railroads operated by it, at such places as the commissioners shall direct; and every company operating any railroad constructed under any act of incorpora-

1881.
Rev. 1888, §3505.

§ 3733. This section operates as an amendment to all railroad company charters. 27 C. 479.

§ 3734. Where act authorizing commissioners' order to fence was repealed, order became void and was not revived by reënactment of same statute. 49 C.

tion passed since the first Wednesday of May, 1850, or hereafter constructed, shall erect and maintain sufficient fences on the sides of such railroad, except at such place or places as the commissioners shall judge them unnecessary. Such fences shall be erected by all companies hereafter organized, within twelve months after they take possession of the lands through which their layout extends.

1881.
Rev. 1888, §3506.
1893, ch. 210.

§ 3735. Order for fencing. Said commissioners shall make special investigation as to the condition of the fences on the line of any railroad, when so requested in writing, and if they deem it necessary, shall issue their order directing the company operating such railroad to erect or repair such fences. Said order shall specify the place or places, the manner in which and the time within which the fences are to be erected or repaired, and shall be served upon the company. Such service may be made by mailing a registered letter addressed to the secretary of the company.

1881.
Rev. 1888, §3507.

§ 3736. Penalty. If any railroad company shall neglect to comply with any such order it shall forfeit to the state one hundred dollars per month for each month of such neglect. The commissioners shall give notice of all such forfeitures to the state treasurer, who shall collect the same. Any person who, without neglect on his part, shall suffer damage by reason of the neglect of any company to erect or maintain fences as required by law, may recover such damage from such company.

1881.
Rev. 1888, §3508.

§ 3737. When adjoining owner neglects duty to fence. When it shall be the duty of the owner of land adjoining any railroad to erect or maintain a fence between such land and such railroad, and such owner shall have neglected to erect or maintain the same, and it shall have been erected or maintained by the railroad company in conformity to the order of the commissioners, such company may collect the cost of erecting and maintaining such fence from such owner. Such cost shall be a

139. When fences were to be erected where ordered by commissioners, company was not obliged to fence until order was made. 50 C. 128. Where there were repeated grants of power, and company acted under last, it was held subject to obligation to fence, which did not apply to companies incorporated under earlier grants. 51 C. 403. Unless required by special statute, company is not bound to maintain such fences as will keep boys off the track. 53 C. 473. Company not required to maintain fence between its tracks and those of another company. 57 C. 442.

§ 3736. This section should receive a reasonable rather than a literal construction. 57 C. 444.

lien in favor of such company on such land, and shall take precedence of every other lien or incumbrance on said land, and may be foreclosed in the same manner as a mortgage lien; but shall not continue in force unless such company shall, within sixty days after the completion of such fence, lodge a certificate with the town clerk of the town in which said land is situated, describing said land and specifying the amount claimed as a lien thereon, and the dates of the commencement and completion of such fence, which certificate shall be recorded by said clerk on the land records of said town.

§ 3738. Fences affected by contract. When by contract neither the owner of such land nor the railroad company can oblige the other to erect or maintain the fence, or such owner or his grantor has agreed not to require the railroad company to erect or maintain such fence, and such fence shall have been so erected or maintained by the company by order of the commissioners as aforesaid, such company may collect from such owner one-half of the cost of erecting and maintaining such fence, which amount shall be a lien on such land as provided in § 3737.

1881.
Rev. 1888, §3509.

§ 3739. Roads operated by trustees. When any railroad shall be operated by a trustee or receiver, the duties and liabilities imposed and the rights conferred by §§ 3734, 3735, 3736, 3737, and 3738 upon companies are hereby imposed and conferred upon such trustee or receiver. Each order of the commissioners upon such trustee or receiver shall be served by some indifferent person, by leaving a true and attested copy of such order with or at the usual place of abode of such trustee or receiver, within six days of the date thereof.

1881.
Rev. 1888, §3510.

Street railways not running on public streets or highways to be fenced. The provisions of §§ 3733, 3735, 3736, 3737, 3738, and 3739 of the general statutes shall hereafter apply to street railways, except when such street railways are located in public streets or highways.

1903, ch. 79.

§ 3740. Complaint by state's attorney for neglect of highway. When any railroad company shall neglect to construct any highway or bridge which it is its duty to construct, or to keep in repair any bridge, embankment, filling, or abutment which it is its duty to maintain, the state's attorney in any county in which the whole or any part of said highway,

1887.
Rev. 1888, §351.

bridge, embankment, filling, or abutment is situated shall make complaint thereof to the superior court for such county, and further proceedings shall thereupon be taken against such company, similar to those required against a town neglecting to construct a road laid out by the superior court, or to keep in repair a road within its limits, which it is its duty to construct or keep in repair.

1887.
Rev. 1888, §3512.

§ 3741. Property needed for changing roads or bridges. When the commissioners shall recommend to any railroad company that changes ought to be made in the roadway or in any bridge of such company, in order to make the same safer and more permanent, and, to carry out such recommendation, it shall be necessary for such company to acquire any property or any interest therein, such company may take such property or interest in the same manner as is provided for taking land in § 3687.

CHAPTER 214.

Railroad Depots.

1866.
Rev. 1888, §3513.

§ 3742. Stops near villages. When the business center of any village containing two hundred inhabitants is more than one and one-half miles from the nearest station on a railroad, and not more than one-third of a mile from said road, the railroad commissioners, upon the petition of twenty of said inhabitants, after due inquiry, may make such orders in regard to the stoppage of any of the trains upon such railroad, at or near such village, for the purpose of receiving and discharging passengers or freight, as they shall deem just and reasonable; and no railroad company, whose trains may be thus required to stop, shall charge more than five cents for each mile or fraction of a mile for transporting passengers between such stopping place and the next station.

1865.
Rev. 1889, §3514.

§ 3743. Petition for station on unfinished road. When twenty electors shall present their petition to the railroad commissioners, alleging that the company owning any unfinished railroad ought to establish a station at or near a place named, and that the petitioners have reason to believe that said company does not intend so to do, the commissioners, after due notice to said company, shall hear said petition; and if on such

hearing the commissioners find that said petition should be granted, they shall in writing designate the place for a station, within the limits stated in said petition, and said company shall establish and maintain a suitable station at such place. Either said petitioners or said company may appeal from any decision of the commissioners on said petition, to a judge of the superior court, who may affirm, reverse, or modify such decision and tax costs as he may deem best.

§ 3744. Abandonment of station regulated. No company shall abandon any station on its railroad, after the same has been established for one year, except with the approval of the railroad commissioners, given after a public hearing held at such station, notice of which shall be posted conspicuously in such station for one month previous to the hearing.

1886.
Rev. 1888, §3516.

§ 3745. Change of station when line is moved. Whenever the directors of any company shall change the location of the track of any railroad owned or leased by such company, for the purpose of improving the line of the railroad, and shall desire to abandon the former line, and there shall be a railroad station upon the line which it is proposed to abandon, such directors may apply in writing to the railroad commissioners for authority to abandon the use of such station, after a new station has been provided at some convenient point upon the new line of such railroad. Whenever such application is made, the commissioners shall fix a time and place for a hearing, and shall give notice of the same by causing to be posted at least thirty days before the time of such hearing, in the railroad station which it is proposed to abandon, a copy of such application and order of notice; and may upon such hearing fix the location of a new station upon the new line, and when such new station has been constructed and opened for the use of the public, such company may abandon the old station.

1889, ch. 90.

§ 3746. Restoration of station. Whenever any freight or passenger station on any railroad shall be destroyed or rendered unfit for use, the company owning such station shall

1893, ch. 165.

§ 3744. Place where trains stopped for passengers and mail, but where no tickets were sold, held to be a station. 37 C. 153. Commissioners' order for discontinuing station held void because conditional. 41 C. 356. Order for discontinuing old station on erection of new valid. 42 C. 56. Statute requiring trains to stop at a given station upheld. 43 C. 351.

rebuild or repair the same within a reasonable time. If such company shall neglect so to do, the commissioners shall make such order regarding such rebuilding or repairing as they deem just and proper, and said order may be enforced by mandamus brought in the name of the state.

1874.
Rev. 1888, §3518.
1889, ch. 213.

§ 3747. Appeals from orders relating to stations.

Any person aggrieved by any order of the railroad commissioners, upon any proceeding relative to the location, abandonment, or changing of stations to which he was or ought to have been made a party, may appeal from such order to the superior court of the county in which the cause of appeal shall arise, within thirty days after the publication of such order, by a petition in writing, with a proper citation signed by competent authority to all parties to said proceedings having an interest adverse to him, to be served upon them at least twelve days before the return day. Said court may hear said appeal and re-examine the question of the propriety and expediency of the order appealed from, either by itself or a committee, and shall proceed thereon in the same manner as upon complaints for equitable relief; and in case said order is not affirmed, may make any other order in the premises that it may deem proper and which might have been made by the railroad commissioners, and may award costs at its discretion. Such appeal shall be a *supersedeas* of the order appealed from until the final action of the court thereon, and said final order may be enforced by said court by attachment, mandamus, or otherwise, as it shall deem proper.

1907, ch. 261.

Petition for order to stop trains. § 1. When any railroad company shall refuse to stop any of its passenger trains at any station, the selectmen of any town, the warden and burgesses of any borough, or the mayor and common council of any city, in which such station is situated, may make application in writing to the railroad commissioners praying that such company may be ordered to stop the train or trains mentioned in said application at said station; and said commissioners shall order such notice as they may deem reasonable to be given to such municipal authorities and to the railroad company of the time and place of hearing and shall hear said application. Within ten days after the final date of such hearing the railroad commissioners shall make such order in the premises as they may deem just and proper, and said order shall

be communicated to said railroad company and to said applicants, and any party aggrieved by such decision may appeal to the superior court in the manner provided for appeals in section 3747 of the general statutes and with like effect, the superior court may, upon application of any party with due notice to adverse parties, amend or change any order passed as aforesaid. Said order may be enforced by mandamus.

§ 2. This act shall take effect from its passage.

CHAPTER 215.

Obligations of and to Steam Railroad Companies.

§ 3749. Sunday trains restricted. No railroad company shall run any train on any road operated by it within this state, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that it may run trains carrying the United States mail, and such other trains or classes of trains as may be authorized by the railroad commissioners, on application made to them on the ground that the same are required by public necessity or for the preservation of freight.

1887.
Rev. 1888, §3523.
1899, ch. 48.

§ 3750. Freight not to be handled on Sunday; exceptions. No such company shall permit the handling, loading, or unloading of freight on any road operated by it, or at any of its stations within this state, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that the commissioners may suspend the operation of this section, so as to permit the handling, loading, or unloading of freight by transfer of said freight between steamboats and cars, until eight o'clock in the forenoon, at any depot or station where, upon application made to them, they shall find that the same is required by public necessity or for the preservation of freight.

1887.
Rev. 1888, §3534.
1899, ch. 23.

§ 3751. Penalty. Every such company which shall violate any provision of §§ 3749 or 3750 shall forfeit to the state the sum of two hundred and fifty dollars for each violation.

1887.
Rev. 1888, §3525.

§ 3752. Fares on Sunday trains; forfeiture. No such company shall transport passengers on Sunday, upon any train deemed necessary according to the intent of § 3749, for less than the regular fare collected on week days, *provided* that

1887.
Rev. 1888, §3526.
1895, ch. 123.

commutation, season, and mileage tickets may be used on Sunday. No such company shall issue or accept for any travel on said day excursion or other special bargain tickets. Every company which shall violate any provision of this section shall forfeit to the state fifty dollars for each violation.

1887.
Rev. 1888, §3527.

§ 3753. Effect of preceding sections. The provisions of §§ 3749, 3750, 3751, and 3752 shall not affect statutes which prohibit secular work or recreation on Sunday, except in so far as said provisions may be found in their operation to be inconsistent with said statutes.

1883.
Rev. 1888, §3528.

§ 3754. Standard time; forfeiture. Every such company in its public advertisements and time tables, shall make use of the standard time of this state for all stations within the state. Every company which violates this section shall forfeit to the state twenty-five dollars.

1883.
Rev. 1888, §3531.

§ 3755. Approach to station; forfeiture. Every such company shall maintain a convenient and safe approach for carriages to each of its passenger stations from the highway, and for a reasonable time before and after the arrival of every passenger train stopping at such station shall keep such approach free from obstruction. The commissioners may make such orders as they deem necessary and reasonable in each such case to which their attention is called. Every company violating such an order shall forfeit to the state one hundred dollars for each day of such violation.

1859, 1864.
Rev. 1888, §3529.

§ 3756. Companies to afford mutual facilities. Every such company shall run its passenger trains at such times and in such manner as to afford reasonable facilities for receiving passengers from and delivering them to other connecting railroads in this state.

1864.
Rev. 1888, §3530.
1889, ch. 131.

§ 3757. Commissioners may regulate connections. Any person, claiming to be aggrieved by the neglect of any such company or companies to comply with the provisions of § 3756, may, with the written approval of the selectmen of any town through which the railroad of any such company passes, bring his written petition to the commissioners, alleging such neglect. Said commissioners shall thereupon appoint a time and place for hearing the same and give reasonable notice thereof to said

petitioner and to such company or companies, and after such hearing the commissioners shall make such order relating to such connection as they shall find to be practicable and reasonable, and shall communicate their decision to the petitioner and to such company or companies within twenty days after the final hearing. Every such company failing to comply with such order within ten days after receiving notice of such decision shall forfeit fifty dollars to the state for each day of such non-compliance after the expiration of said ten days.

§ 3758. Roads intersecting trunk line to have equal facilities. When the trunk line of any company shall, at or near the same place, connect with or be intersected by two or more other railroads, which are competing lines for the business to or from such trunk line, the company operating such trunk line shall afford equal facilities, including price and rates, to each of such competing roads, in the interchange of cars, the transportation of freight, the furnishing of tickets to passengers, and the checking of baggage. 1859.
Rev. 1888, §3532.

§ 3759. Aggrieved company may apply to commissioners. If any such competing company shall at any time deem itself aggrieved in reference to such facilities, it may complain to the commissioners, who, after due notice and hearing, shall prescribe such regulations as, in their judgment, will secure reasonable facilities for the accommodation of the business of each of said connecting railroads, and fix the terms on which such facilities shall be afforded by or to each of such companies; and the superior court may compel the observance thereof, by attachment, mandamus, or otherwise, and the expenses of the proceedings shall be paid by the parties, as the court shall determine. 1859.
Rev. 1888, §3533.

§ 3760. Order by commissioners as to connections. When it shall appear to the commissioners, by the written complaint of any railroad company, or a majority of the selectmen of any town through which any railroad passes, that the business connections of any connecting railroad are not convenient and reasonable for the accommodation of the inhabitants on the line of such road, the commissioners shall forthwith cause a notice to be given to all parties interested, specifying the time and place of hearing such complaint; and if, on such hearing, good and sufficient cause shall be found to exist, they shall make such 1856, 1859.
Rev. 1888, §3534.

regulations concerning such accommodation as they shall deem proper. Every company neglecting to comply with such regulations shall forfeit to the state twenty-five dollars for each day of such neglect.

1874.
Rev. 1888, §§3535,
3536.

§ 3761. Facilities for connecting roads; forfeiture.

Every company operating a railroad wholly or in part in this state, which connects with any other railroad in this state, shall receive, and with reasonable dispatch draw over its road, the passengers, merchandise, and cars of the company operating such connecting railroad, and shall not in any manner discriminate as to time and price for such hauling against such connecting railroad, in favor of other shippers at said point of connection. If any such company shall fail to comply with the foregoing requirements, complaint thereof may be made by the company operating such connecting railroad to the commissioners, who, after reasonable notice to the company complained of, shall, if upon hearing they find the complaint true, order the company complained of to receive and forward, according to the requirements of this section, such passengers, merchandise, and cars as may be delivered to it from said connecting railroad. Every company refusing to conform to such order shall forfeit to the state twenty-five dollars.

1882.
Rev. 1888, §3537.

§ 3762. Safety couplers on freight cars. Every company, operating a railroad located wholly or partly in this state, shall cause every freight car built or purchased for use on such railroad to be provided with couplers so arranged as to render unnecessary the presence of any person between the ends of the cars for the purpose of coupling the same.

1882.
Rev. 1888, §3538.

§ 3763. Couplers to be approved by commissioners.

No couplers shall be placed on any such freight car, nor shall any couplers be substituted for any in use, until the same shall have been approved by the commissioners, and such couplers shall be hung at such height above the railroad track as shall be designated by the commissioners.

1882.
Rev. 1888, §3539.

§ 3764. Penalty. Every railroad company which shall permit a violation of any provision of §§ 3762 or 3763 shall forfeit fifty dollars to the state for every such violation.

§ 3765. Platforms; hand cars; water; checks; name on stations; placards on cars. Every such company shall provide its passenger, baggage, mail, and express cars with suitable platforms or connecting aprons or bridges, to secure the safety of persons passing from car to car, to the approval of the commissioners, except that freight or baggage cars need not be thus connected with the platform of passenger cars attached to freight trains; no company shall allow any hand car, or other car not moved by steam used upon its railroad, when removed from the railroad track, except when placed in a building prepared for it, to remain within fifty feet of any road or highway crossing said track. Every such company shall carry in each passenger car a sufficient quantity of good drinking water, with a clean tumbler or cup, for the free use of the passengers, or instead thereof shall carry through each passenger car, once an hour, a suitable quantity of good drinking water, with a clean glass tumbler, for the free use of the passengers; shall give each passenger, who shall be separated from his baggage by such company, a receipt or check for it at the time of separation; shall conspicuously post on each passenger depot the name of the station, and on each passenger car which leaves the terminus of any road operated by it, a legible card, not less than three feet in length, with large letters, distinguishing way from express trains, and designating the direction in which each train is next to move, unless such cards shall be dispensed with by the commissioners.

1848, 1864, 1866,
1867, 1872,
Rev. 1888, §3540.
1889, ch. 83.

Spitting in public places prohibited. § 1. No person shall spit on the paved walk of any public street, park, or square, or upon the floor of any hall or office in any hotel, restaurant, apartment house, tenement, or lodging house which is used in common by the guests or tenants thereof, or upon the floor, platform, steps, or stairs of any public building, church, theater, railway station, store, or factory, or street car or other public conveyance.

1909, ch. 166.

Term defined. § 2. The term spitting as used in this act shall be defined as the act of expelling any secretion from the chest, throat, mouth, or nose.

Penalty. § 3. Any person violating the provisions of this act shall be fined not less than one dollar nor more than five dollars, or imprisoned not more than thirty days, or both.

1882.
Rev. 1888, §3584.

§ 3766. **Water-closets at stations.** Every company operating a steam railroad shall maintain at each regular passenger depot such suitable water-closets as in the judgment of the commissioners the public convenience may require. The commissioners may make all necessary orders relating thereto and enforce the same by mandamus in the name of the state.

1893, ch. 106.

§ 3767. **Bulletin of late trains; penalty.** The railroad commissioners, whenever requested by twenty legal voters residing within two miles of any station on a railroad in this state, or by the mayor of the city, the first selectman of the town, or the warden of the borough in which such station is located, shall require the company owning such station to bulletin the arrival and departure of all trains over ten minutes late, together with a statement of the cause of the delay of such trains. No such order shall be rescinded except after hearing by the commissioners held at or near such station, after reasonable notice by mail to the signers of such request. Any company failing to comply with such order shall be subject to the penalties prescribed in § 3888.

1867.
Rev. 1888, §3541.

§ 3768. **Payment of fare not to be evaded.** No person shall fraudulently evade or attempt to evade the payment of any fare lawfully established by a railroad company. No person who does not, upon demand, pay such fare, shall be entitled to be transported over any railroad; but conductors or employees of railroad companies shall not put a passenger off a train between stations.

1865.
Rev. 1888, §3542.
1897, chs. 160,
181.

§ 3769. **Change in commutation fares regulated.** No railroad company which has had a system of commutation fares in force more than four years shall alter or abolish it, except for the regulation of the price charged for such commutation, and such price shall in no case be raised to an extent that shall alter the ratio as it existed on the first of July, 1865, between such commutation and the rates then charged for way fares on the railroad of such company. Nothing herein contained shall prevent any railroad company from issuing commutation tickets of a different system whenever the person to whom the same are

§ 3768. Conductor may remove passenger who refuses to pay. 28 C. 89. Company upheld in removing passenger for refusing to pay amount greater than cost of ticket, though ticket could not be obtained. 24 C. 249. Passenger is entitled to reasonable time to find misplaced ticket. 38 C. 559.

issued is willing to accept the same. This section shall not apply to any contracts between this state and such company, for the transportation of members of the general assembly.

§ 3770. Transportation of milk; forfeiture. Every railroad company which refuses to transport milk for any person, on the same train and on the same conditions on which it transports milk for any other person, shall forfeit to the state twenty dollars for each offense.

1873.
Rev. 1888, §§3548,
3544.

§ 3771. Regulations for transportation of explosives; forfeiture. No such company shall receive for transportation or transport any explosive material or compound, except in accordance with such regulations as shall be prescribed by the railroad commissioners, who are hereby authorized to make such regulations, which shall supersede and render void all other laws and regulations relative to the transportation of such material or compound by such companies in this state. The commissioners shall furnish copies of all such regulations to all such companies. After such regulations have been made and copies furnished as aforesaid, any such company transporting any explosive material or compound, except in accordance with such regulations, shall forfeit to the state not less than ten or more than five hundred dollars for each offense.

1899, ch. 8.

§ 3772. Freight charges regulated. No railroad company shall charge or receive, for the transportation of freight to any station on its road, a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight, from the same original point of departure and under similar circumstances, to a station at a greater distance on its road in the same direction. Two or more railroad companies, whose roads connect, shall not charge or receive, for the transportation of freight to any station on the road of either of them, a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight, from the same original point of departure and under similar circumstances, to a station at a greater distance on the road of either of them in the same direction. In the construction of this section the sum charged or received for the transportation of freight shall include all terminal charges; and the road of a company shall include all the road in use by it, whether owned or operated under a contract or lease.

1885.
Rev. 1888, §3546.

1885.
Rev. 1888, §3545.

§ 3773. Forfeiture. Every railroad company which violates any provision of § 3772 shall be liable for all damages sustained by reason of such violation, and shall forfeit two hundred dollars to the state, to be recovered by the state's attorney of the county in which such violation takes place, but no action for any such forfeiture shall be maintained unless the same is brought within one year from the date of such violation.

1889, ch. 212, §1.

§ 3774. Charge for detention of cars regulated. No company owning or operating a railroad in this state shall claim, demand, or collect from any shipper or consignee of merchandise or freight, any sum, damage, or charge for the delay or detention of cars in loading or unloading, for any period of less than four consecutive days, Sundays and legal holidays excluded. Such four days shall be computed from the time the cars become accessible to the shipper or consignee for the purpose of loading or unloading.

1889, ch. 212, §2.

§ 3775. Charge for storage regulated. No such company shall claim, demand, or collect, from any consignee of merchandise or freight, any sum for the storage thereof in a freight house, warehouse, or other structure, for a period of less than two consecutive days, Sundays and legal holidays excluded. Such two days shall be computed from the time of the arrival of such merchandise or freight at the place of delivery. Every such company violating this section or § 3774 shall forfeit to the state double the amount so claimed, demanded, or collected.

1889, ch. 212 §3.

§ 3776. Lien for transportation charges. No such company shall have a lien upon merchandise or freight transported by it for transportation charges, or for advances upon freight so transported, unless such company shall, upon request, deliver to the consignee of such freight or his agent, for his own use, a copy of the bill or statement of such charges and advances as the same appears upon the waybill held by such company.

1879.
Rev. 1888, §3547

§ 3777. Penalty for refusing to transport material. Every such company which refuses to transport over the line of its road any railroad ties, sleepers, or material to be used in the construction or repair of any other railroad, at the same

rate or price as other freight of the same class, shall forfeit to the state not less than fifty nor more than three hundred dollars.

§ 3778. Penalty for refusing to give receipt. Every such company which refuses to give a receipt to the owner or shipper, describing any commodity delivered to it for transportation, shall forfeit to such owner or shipper fifty dollars.

1867.
Rev. 1888, §3548.

§ 3779. Fire caused by engine; insurable interest. When property is injured by fire communicated by an engine of a railroad company, without contributory negligence on the part of the person entitled to the care and possession of such property, such company shall be held responsible in damages to the extent of such injury to the person so injured. Every such company shall have an insurable interest in the property for which it may be so held responsible in damages, and may procure insurance thereon in its own behalf.

1881.
Rev. 1888, §3581.

Notice of Fires caused by Railroad Engines. Section 3780 of the general statutes is hereby amended to read as follows: No action shall be brought under section 3779 of the general statutes unless written notice of the claim is given to such company within twenty days after the fire, specifying the day of the fire, giving a general description of the property injured, and stating the amount claimed as damages. Such notice may be given by a letter signed by the claimant or his agent, mailed to the superintendent of the railroad, or delivered to its station agent at a station in the town where the fire occurred.

1911, ch. 212.

Prevention of Forest Fires near Steam Railroads.
§ 1. Any railroad company which, through any act of its employees or agents, by sparks from its locomotives, or otherwise, sets fire to trees, brush, or grass on lands outside the right of way of such company shall be liable to the town or city in which such fire occurs for the lawful expenses incurred by such town or city in extinguishing such fire.

1911, ch. 114.

§ 3779. Company held for damage to B's property caused by fire starting on A's land, and left burning at A's request. 52 C. 271. Statute held constitutional, and that "other property" included fences and trees. 54 C. 447. Statute is not penal, and action thereon is not barred for six years. 56 C. 21. Company cannot have advantage of owner's insurance on property destroyed. 60 C. 129. Liability statutory, not for negligence. 62 C. 339. Contributory negligence will defeat recovery on this statute. 72 C. 28.

§ 2. Fire warden to render bill for expenses of extinguishing fire. A bill for such expenses shall be rendered by the local fire warden having charge of the extinguishing of such fire, in accordance with the provisions of chapter 238 of the public acts of 1905 and amendments thereof, and, upon approval of such bill by the state forest fire warden, and upon presentation thereof to the chief engineer of the railroad company liable for such expenses under the provisions of section one of this act, such expenses shall be paid by said railroad company.

§ 3. Duty of section foreman with regard to fires. It shall be the duty of every section foreman employed by a railroad company, upon the discovery of any fire, in the section under his jurisdiction, for which said company is liable under the provisions of section one of this act, to summon necessary assistance, proceed to the fire and extinguish it, and to give such assistance to the town or district fire warden as may, from time to time, be requested by such warden.

§ 4. This act shall take effect from its passage.

1881.
Rev. 1888, §3583

§ 3781. Land damages not to be affected by fire risk. No appraisal of damages, for land taken or injured by the location or construction of a railroad, shall include any compensation for the increased risk of fire to any buildings erected or to be erected on land outside of such location, on account of sparks from engines on such railroad.

1856.
Rev. 1888, §3549

§ 3782. Certain employees to wear badges. All the conductors, brakemen, and baggagemen, employed upon the passenger trains of any company, when on duty shall wear, in a conspicuous place, a badge showing their respective duties and the name of such company.

1905, ch. 202.

Trespass on railroads. § 1. Every person who shall, without right, be upon, or attach himself to, any engine or car upon the track of a railroad, or occupy or be upon any part of the platform or grounds of any station or yard of such railroad, or ride, drive, or lead any beast on said track, shall be fined not more than fifty dollars, or impris-

§ 3781. It is impracticable to assess beforehand damage which may result from future fire. 54 C. 464.

oned not more than thirty days, or both. Every station agent of any such company, who shall know or have immediate information that any person has violated any provision of this section, shall forthwith notify a grand juror or other informing officer of the town in which such offense shall have been committed.

§ 2. Sections 3783 and 3784 of the general statutes are hereby repealed.

System of signals not to be changed without approval of railroad commissioners. No railroad company operating a railroad in this state shall change the character of its system of signals, either as to color or otherwise, until the railroad commissioners, after notice and hearing had, shall have given their written approval of such change.

1907, ch. 125.

§ 3785. **Warnings at grade crossings.** Every company shall keep and maintain, at each crossing at grade of any highway at which there is no gate, warning boards of such a description as the commissioners may approve.

1865.
Rev. 1888, §3478.

§ 3786. **Bells and whistles.** Every engine used upon a railroad shall be supplied with a bell of at least thirty-five pounds weight, and a suitable steam whistle, which bell and whistle shall be so attached to such engine as to be conveniently accessible to the engineer and in good order for use.

1851.
Rev. 1888, §3553.

§ 3787. **Bells and whistles to sound at crossings.** Every person controlling the motions of an engine on a railroad shall commence sounding the bell or whistle when such engine is approaching, and is within eighty rods of the place where such railroad crosses any highway at grade, and shall keep such bell or whistle occasionally sounding until such engine has crossed such highway. The company in whose service such person may be shall pay all damages which may accrue to any

1851.
Rev. 1888, §3554.

§ 3787. Company owes only ordinary care to persons on highway near railroad. 56 C. 457. Unless ordered by commissioners, only such safeguards as the statute requires need be furnished. 57 C. 23. Engineer is not usually required to sound both whistle and bell, but must use both if circumstances require. 59 C. 369. Engineer to be judged by circumstances as they appeared to him at the time. 60 C. 299. If engineer complies with statute as to signals, he fulfills his whole duty, in the absence of special circumstances. 72 C. 212.

person in consequence of any omission to comply with any provision of this section; and no railroad company shall knowingly employ an engineer who has been twice convicted of violating any provision of this section.

1899, ch. 6.

§ 3788. Signals on train operated by electricity. Any steam railroad company operating any train by electricity may provide and use on such train an air whistle in lieu of a steam whistle as provided by §§ 3786 and 3787; and such provision and use on trains operated by electricity shall be deemed to be a full compliance with the requirements of said sections.

1887.
Rev. 1888, §3555.

§ 3789. Assistant engineer or fireman may signal. Every engineer in charge of an engine may direct and authorize any fireman or assistant engineer, who is under his authority at the time, to perform the duties imposed upon him as such engineer by § 3787, but nothing in this section shall relieve the engineer from any liability or responsibility.

1882.
Rev. 1888, §3556.

§ 3790. Signal at crossing not at grade. When it shall appear to the railroad commissioners, upon the written complaint of the selectmen of any town, that public safety requires the sounding of the engine whistle at any highway crossing when the train passes over or under such highway, they shall make such order in relation thereto as they deem proper.

1851.
Rev. 1888, §3557.

§ 3791. Engineers to have copies of law and be sworn. No company shall permit any person to drive an engine upon a railroad operated by it, unless he shall have first received a printed copy of §§ 3786 and 3787 and of this section, and shall have made oath that he will faithfully comply with their provisions.

1881, 1886.
Rev. 1888, §§3558.
3559.
1895, ch. 139.

§ 3792. Commissioners may regulate signals. When the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough shall bring their petition in writing to the railroad commissioners, representing that the public interest requires that the blowing of the engine whistle at certain points within the limits of such town, city, or borough shall be dispensed with, the commissioners shall appoint a time and place for hearing said petition, and shall give reasonable notice thereof to the petitioners and the company operating such railroad. If, after such hearing,

the commissioners shall be of opinion that the sounding of the whistle as aforesaid can be safely dispensed with, they shall direct such company to omit such signal and require any other signal in lieu thereof which they shall judge best. The commissioners may from time to time thereafter, upon the petition either of such company or of such local authorities, after due notice and hearing, modify or annul any such order. Such company shall obey any order of the commissioners made in accordance with this section.

§ 1. Opening of drawbridge. No railroad company shall be required to open or keep open any drawbridge in the line of its railroad, except on signal for and during the passage of boats and vessels through such drawbridge; and this act shall be deemed to be amendatory of all charters of railroad companies inconsistent herewith.

1903, ch. 32.

§ 2. This act shall take effect from its passage.

§ 3793. Trains to stop before crossing drawbridge or railroad. Every train shall be brought to a full stop, at a distance of not less than two hundred feet nor more than eight hundred feet, from the draw in every drawbridge upon the line of the railroad over which it runs, and from every point where such railroad is crossed by another railroad, and in plain sight of the same, before being run upon or over such draw or crossing; but the commissioners may in writing authorize the passing of any such draw or crossing without stopping as aforesaid, when, in their opinion, it can be done consistently with public safety.

1853, 1869.
Rev. 1888, §3560.

§ 3794. Penalty. Every person running such a train, who shall violate any provision of § 3793, shall be fined not more than one hundred dollars, or imprisoned not more than three months; and the president and directors of every railroad company who shall knowingly permit any violation of the same shall be fined five hundred dollars.

1853.
Rev. 1888, §3561.

§ 3795. Trains to stop at station near drawbridge. Every train obliged to come to a full stop before crossing any drawbridge shall, when the commissioners so order, stop at the regular station nearest to such bridge for a sufficient length of time to accommodate passengers who may desire to enter or

1885.
Rev. 1888, §3563.

leave such train, if such station is in full view of such bridge, and not more than one hundred and twenty rods therefrom.

1865.
Rev. 1888, §3562.

§ 3796. Complaint of interference with navigation.

The commissioners shall investigate all complaints made to them against railroad companies of interference with navigation in the use of drawbridges over any navigable waters, and shall make such orders in reference thereto as will in their judgment remove all just cause of complaint, in so far as this can be done with due regard for the rights of the parties affected and the public safety.

1853, 1856.
Rev. 1888, §3564.

§ 3797. Switches at railroad junctions.

No company shall permit any passenger train to be run over any switch, at any railroad junction, or at any station where such train does not regularly stop or is not then to be stopped, unless there be, at the time when such train arrives near such switch, a switchman standing at such junction switch or at the station switch so first approached, with a white flag by day or a light at night, to indicate that such switch is in a proper position for the passage of such train; or unless, in the absence of such switchman, such train shall first be brought to a full stop at a distance of not less than two hundred feet nor more than seven hundred feet therefrom. Every person who shall run a train over any switch, contrary to the provisions of this section, shall be fined not more than one hundred dollars, or imprisoned not more than sixty days, or both; and the president and directors of any company, who shall permit a train to be run over any switch contrary to the provisions of this section, shall be fined five hundred dollars; but the commissioners may dispense with any such switchmen.

1873.
Rev. 1888, §3565.

§ 3798. Regulation of speed and stops.

The commissioners may permit passenger trains to be run past any switch, station, or highway crossing, without stopping, at such rate of speed as they may prescribe, upon the provision by the company of such safeguards for the protection of its passengers and the public as the commissioners may require. If such company shall neglect to make such provision, it shall forfeit five hundred dollars to the state.

1853, 1854.
Rev. 1888, §3566.

§ 3799. Number of brakemen.

Upon every train run, or intended to be run, upon any railroad in this state, at a greater average speed than thirty miles an hour between stations, and including more than two passenger cars, one brakeman shall

be kept at the brake of each car; but when the double-action brake is used on any such train, but one brakeman need be kept upon and for every two cars connected with such train. The commissioners may grant permission to any company to reduce the number of brakemen required upon passenger trains, when such company has adopted a system of brakes to be operated by the engineer, which in the opinion of the commissioners will render such number of brakemen unnecessary. The commissioners may revoke such permission when they consider that public safety requires; and on such revocation the company shall place upon its trains the number of brakemen required by law.

Railroad commissioners to have power to regulate number of employes on trains. § 1. The railroad commissioners shall have power to order, after a public hearing, such changes in the number of employes upon freight or passenger trains as in their opinion will conserve the public safety or the safety of such employes.

1909, ch. 219.

Penalty. § 2. If any company shall fail to place upon any of its trains the number of brakemen required by the provisions of the general statutes or in pursuance of the foregoing provisions of this act, it shall forfeit twenty-five dollars to the state for each day of such neglect, to be recovered by the state's attorney in the county where such offense is committed.

§*3800. **Notice to commissioners of accidents.** Every railroad company shall, within twenty-four hours after the occurrence of any accident attended with personal injury, give notice of the same to the commissioners in writing, who, upon receiving such notice or upon public rumor of such accident, may repair, or dispatch one of their number, to the scene of said accident, and inquire into the facts and circumstances thereof. The commissioners shall, without charge, furnish any person injured, or the friends of any person killed, any information they may have acquired in relation to such accident, and the names of the persons from whom the same was obtained or by whom the same may be proved.

1853, 1881.
Rev. 1888, §3567.

§ 3801. **Hospital stretchers to be provided.** Every such company shall provide and cause to be placed in some car attached to each train passing over its railroad, and at every passenger station, a suitable hospital stretcher for use in case of accidents.

1883.
Rev. 1888, §3568.

* See page 162.

1884.
Rev. 1888, §3585.

§ 3802. Duties of trustees and receivers. All duties and obligations imposed by law upon such companies, in reference to returns to be made to the comptroller or commissioners, are hereby imposed upon trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated wholly or in part by steam power.

1897, ch. 37.

§ 3803. Passenger car regulations. Every railroad company may make and enforce reasonable regulations concerning the kind and size of packages or baggage which may be brought into passenger cars, and concerning the use of seats and passageways in cars.

Bonds, Mortgages, and Foreclosures.

1905, ch. 149.

Bonds of railroad and railway companies. § 1. Every railroad company or street railway company may borrow money and give its bonds therefor, signed by its president and countersigned by its treasurer, and may dispose thereof as authorized by its stockholders. Any bonds issued by virtue of the general authority conferred by this act shall, before being issued, be registered in the office of the comptroller, and a certificate of such registration shall appear on each bond so issued. The comptroller shall cancel any bonds so registered which may be brought to him for cancellation, and enter a memorandum of such cancellation in his register. No such company, by virtue of the general authority conferred by this act, shall issue any bonds of a less denomination than one hundred dollars, or have bonds issued under such authority, and without other authority from the general assembly, outstanding at any one time to a greater amount than one-half the sum which its president, treasurer, and an engineer, approved by the railroad commissioners, shall certify under oath has been actually expended upon its railroad or railway, and any false swearing in the matter shall be perjury; provided, that nothing herein contained shall affect the authority heretofore given by law to street railway companies chartered before the close of the session of the general assembly of 1895 to have bonds outstanding to the amount of seventy-five per centum of said sum certified as aforesaid. The comptroller shall not permit the bonds of any railroad company or street rail-

way company, issued under authority of this act, registered in his office and uncanceled, to exceed the amount limited in this section.

§ 2. Any railroad company or street railway company may secure its lawfully issued bonds by a mortgage of its property, or any part thereof, by deed duly executed by its president, under the corporate seal, to the treasurer of the state and his successors in office, or other trustee, in trust for the holders of such bonds. Such mortgage shall be recorded in the office of the secretary of the state and need not be recorded in the records of towns within which the property so mortgaged is situated.

§ 3. When any railroad company or street railway company has mortgaged, or shall mortgage, its railroad or railway, pursuant to law, to secure its bonds, and has included or shall include in such mortgage all or any part of its rolling stock, locomotives, cars, and other personal property, and of its property, whether real or personal, thereafter to be acquired by it for use upon said railroad or railway, such mortgage shall be deemed valid and effectual as respects all the property therein included as aforesaid, and may be foreclosed in the same manner as ordinary mortgages of real estate; and the record thereof in the office of the secretary of the state shall be sufficient record and notice to protect the title under the mortgage, although such company remains in possession of the mortgaged property.

§ 4. Sections 3804, 3805, 3806, 3808, and 3848 of the general statutes are hereby repealed.

§ 3807. Issue of bonds. Every company consolidated under the provisions of §§ 3674 to 3677, inclusive, may issue bonds, and secure the same by a mortgage of all its franchises and property, both within and without this state, existing or to be acquired, or any part thereof, to one or more trustees, nominated by said company and approved by the governor; and said mortgage may provide for a foreclosure or sale of the entire road and franchises in both states, in case of a default upon the bonds, by judgment or decree of a court of competent jurisdiction in this state. The provisions of § 3804 shall apply to the bonds and mortgage authorized by this section.

1883.
Rev. 1888, §§ 3447,
3448.

1855.
Rev. 1888, §3573.

§ 3809. Surrender of road to mortgage trustee.

When any such company shall have mortgaged its property or any part thereof to any person, in trust, for the security of its creditors, or any class of them, and shall have made default in the payment of principal or interest due to such creditors, any such creditor may bring his complaint to the superior court, in any county in which such railroad or any part thereof is located, setting forth such fact and claiming that such trustee may be placed in possession of such property, for the benefit of such creditors. Such complaint shall be heard and determined at the first session of the court to which it is returnable, unless continued for reasonable cause; and if the allegations therein are found true, such court shall decree that such company and its president and directors, under a suitable penalty, shall surrender such mortgaged property to the trustee, for the benefit of such creditors.

1858.
Rev. 1888, §3574.

§ 3810. Liability of trustee limited.

When any such trustee shall have taken possession of any property pursuant to the provisions of § 3809, or pursuant to any authority contained in the mortgage or deed of trust, he shall take charge of and operate such railroad or railroad property for the benefit of the creditors for whom such trust was created, and shall not be personally liable for any injury arising from the operation of such road, unless resulting from his wilful mismanagement, or for any contracts made by him as such trustee; but all such property shall be liable for the acts and proceedings of such trustee, in the execution of his trust, to the extent of the interest of the creditors for whose benefit he acts, and any proceeding for the purpose of making such property liable shall be brought against such trustee, describing him as such.

1858.
Rev. 1888, §3575.

§ 3811. Trustee to make inventory.

The trustee, upon taking possession of such property, shall make under oath an inventory of all property which comes into his possession, and lodge it for record in the office of the secretary of state; and if any other property shall afterward be discovered by him, he shall make and lodge a like inventory.

1858.
Rev. 1888, §3576.

§ 3812. Trustee to render accounts; may complete foreclosure.

The trustee, while operating such road, shall file § 3812. Trustee represents all bondholders, and they need not be given personal notice of judicial proceedings. 53 C. 349.

quarterly, in the office of the secretary of state, an account of all moneys received or disbursed by him in the course of his agency; and may proceed at his discretion, in the superior court in any county in which such railroad or any part thereof is located, to foreclose such company and all subsequent incumbrancers, for the benefit of the bondholders or other creditors for whom he acts; and such court may limit the time for the redemption of the mortgaged property, as in ordinary foreclosure proceedings.

§ 3813. Court may remove trustee and appoint successor. If such trustee shall neglect or unnecessarily delay to perform his duties, any creditor represented by such trustee may apply to the superior court in any county in which such railroad or any part thereof is located, for such trustee's removal. Such application shall be privileged in the order of its trial, and if the facts therein set forth are found true, such court may remove such trustee from his office and appoint another in his stead.

1858.
Rev. 1888, §3577.

§ 3814. Prior incumbrancers not affected. Nothing in §§ 3809, 3810, 3811, 3812, and 3813 shall affect any mortgage, trust, or lien upon the property foreclosed, which was created prior to the mortgage, trust, or lien, under which such trustee may act; but the trustees for all such prior incumbrancers may proceed, by foreclosure or otherwise, notwithstanding any act or proceedings by subsequent incumbrancers or their trustees.

1858.
Rev. 1888, §3578.

§ 3815. Trustee to have same powers as corporation. When any such railroad is in the possession of a trustee, he shall have the same rights, powers, and privileges as are conferred upon railroad companies; and all expenses and damages incurred in good faith by such trustee in possession, to improve the lines of the railroad so in his charge, shall be reimbursed to him from the earnings of such railroad while he has the possession thereof.

1874.
Rev. 1888, §3579.

§ 3816. Administration expenses to be deducted from earnings. The expenses of operating such railroad or other property, including repairs and all other reasonable expenses of the trustee, and any damages incurred for any injury sustained during the time of his execution of said trust, and all claims secured by any prior mortgages or incumbrances which shall have become payable before or during said time, and also a reasonable compensation to be allowed to the trustee by the superior court,

1858.
Rev. 1888, §3580.

shall be deducted from the earnings of the road, before any part of such earnings shall be paid to the creditors.

1897, ch. 88, §1.

§ 3817. Purchasers under foreclosure may reorganize corporation. Whenever the property and franchises of any railroad company shall have been sold pursuant to a judgment or decree of a court of competent jurisdiction, in a suit for the enforcement or foreclosure of a mortgage on such railroad, the purchaser or purchasers at such sale, or his or their grantees and their associates and successors, in case they shall desire to continue the operation of such railroad, shall, upon filing in the office of the secretary of state the certificate hereinafter provided for, be a corporation by the name designated in such certificate, with power to hold, use, maintain, and operate such railroad, with all the powers enjoyed by railroad corporations under the general laws of this state.

1897, ch. 88, §§2,
3, 4.

§ 3818. Certificate of incorporation. The certificate to be filed as aforesaid shall be signed, sealed, and acknowledged by the persons who have acquired such property and franchises, or a majority of them, and shall set forth: (1) the name of the corporation; (2) the names of such persons, not less than twenty-five in number, as shall have associated themselves together for the organization of such corporation, and the names of the persons who shall compose the first board of directors; (3) the amount of capital stock and the number of shares into which the same is divided; (4) the owners of such shares at the date of filing such certificate. The amount of such capital stock shall not exceed the total value of the railroad together with its franchises, which value shall be determined by the railroad commissioners. The first board of directors shall adopt by-laws relating to the management of the affairs of the corporation, which by-laws may be amended by the stockholders.

CHAPTER 216.

*Annual Returns of Steam Railroad Companies.

1878, 1883.
Rev. 1888, §§3586,
8587, 3588.
1889, ch. 172.

§ 3819. Form and date of returns. Penalty. The railroad commissioners shall annually, on or before the thirtieth day of June, furnish to every railroad company, or to the trustees or receivers operating any railroad, duplicate blanks for returns in the form required by the interstate commerce com-

*See also page 166.

mission, which returns shall be for the year ending on said thirtieth day of June. All companies, trustees, or receivers receiving such blank forms shall return one of them to the commissioners on or before the fifteenth day of September in each year, with all questions fully answered, except where the answers would be "none" or "nothing," in which case the question itself may be stricken out. Said returns shall be signed and sworn to by the president or vice-president and treasurer of the company, or by a majority of the trustees or receivers making the same. Every company, whose president or vice-president and treasurer or trustees or receivers shall refuse or neglect to make such returns, shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and the commissioners shall report such forfeiture to the state treasurer; and the books of every railroad company shall at all times be open to the inspection of any committee of the general assembly appointed for that purpose.

§ 3820. *Returns to follow forms strictly. Amendments. Every railroad company shall make its annual returns strictly according to the forms provided, and if the officers, trustees, or receivers find it impracticable to return all the items in detail as required, they shall state in their report the reasons why such details cannot be given; but no company shall be excused for not giving such details because it does not keep its accounts in such manner as will enable it to do so. When any such returns seem to the commissioners defective or erroneous, they shall notify the company, trustees, or receivers making the same, and require the amendment of such returns within fifteen days from the time of giving such notice under the same penalty as is provided for refusing or neglecting to make returns.

1878.
Rev. 1888, §3589.

§ 3821. Returns by lessors. The officers, trustees, or receivers of every railroad company, which has leased a railroad upon terms by which the rental is based upon the earnings of the leased road, shall make returns to the railroad commissioners concerning the leased road, separate and apart from the business of the lessee, and in the same manner in which the officers of said leased railroad would be required to make returns had it not been leased.

1894.
Rev. 1888, §3590.

§ 3822. Reports concerning trunk line of Consolidated road. For the purpose of annual reports to the rail-

1899, ch. 193.

*See also page 166.

road commissioners, the trunk line of the New York, New Haven, and Hartford railroad company is hereby declared to be the line of road between Woodlawn Junction in the state of New York and Providence in the state of Rhode Island; and from New Haven in the state of Connecticut to Springfield in the state of Massachusetts. This section shall not affect the method of taxation of the trunk and branch lines owned by said railroad company as fixed by the board of equalization for the year 1898. And in case any railroad shall hereafter be merged in said New York, New Haven, and Hartford railroad company, the valuation of the railroad so merged for purposes of taxation shall not be less than the valuation for the year preceding the date of such merger.

CHAPTER 217.

Street Railway Companies.

1905, ch. 244.

Construction plans to be submitted to local authorities. § 1. When any company shall have been chartered by the general assembly for the purpose of operating street railways, such company may construct and operate its railway, with one or more tracks and all necessary equipments and appurtenances, upon and along the routes, highways, and public grounds permitted by said company's charter and the amendments thereto, but before such company shall proceed to construct such railway, or lay additional tracks, it shall cause a plan to be made showing the highway or highways in and through which it proposes to lay its tracks, the location of the same as to grade and the center line of said highways, and such changes, if any, as are proposed to be made in any highway. Said plan shall be presented to the mayor and court of common council of each city, the selectmen of each town, or the warden and burgesses of each borough, where such warden and burgesses have charge of making and repairing the highways of such borough, within which such company proposes to operate its railway, who shall thereupon, after public notice, proceed to a hearing of all persons interested therein, and after such hearing may accept and adopt such plan, or make such modifications therein as to them shall seem proper, and shall, within sixty days after the presentation of such plan, notify such company in writing of their decision thereon and of such modi-

fications therein as they have made. The refusal or neglect of any such local authorities to notify such company of their decision within the period of sixty days as aforesaid shall be deemed a refusal to approve and accept such plan as presented by such company. Nothing in this chapter shall prevent such company from continuing to present to such local authorities plans as heretofore provided, until such company and local authorities shall agree upon the same; and no such company shall construct such railway or lay additional tracks, except in accordance with a plan approved by the authorities aforesaid or approved on appeal by the railroad commissioners or the superior court, as provided in sections 3832, 3833, and 3834 of the general statutes.

§ 2. The selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, where such warden and burgesses have charge of making and repairing the highways of such borough, within their respective jurisdictions, shall have power to make reasonable orders regulating the speed at which any street railway company may run its cars upon any highway; but none of such authorities shall, by such orders, authorize or permit such cars to be run upon any highway at any greater rate of speed than fifteen miles per hour.

Regulation of
speed.

§ 3. Sections 3823 and 3841 of the general statutes are hereby repealed.

Local authorities to direct location of tracks and permanent structures on highways. Section 3824 of the general statutes as amended by chapter 219 of the public acts of 1907 is hereby amended to read as follows: The selectmen of each town, the mayor and common council of each city, and the warden and the burgesses of each borough, shall, within their respective jurisdictions, and subject to the right of appeal as provided in sections 3832 and 3843 of the general statutes, have exclusive control over the placing or locating of tracks, wires, conductors, fixtures, or other permanent structures of any such railway in the highways, over the relocating or removal of the same, and over changes in grade of such railway, and may make all orders necessary to the exercise of such power of control; provided, that orders concerning relocation, removal, and

1909, ch. 184.

changes in grade, except upon the application of the company operating such railway, shall be made only for the purpose of public improvement; and the cost of any such relocation, removal, or change of grade ordered upon the application of such company shall be paid by such company. Such orders shall be in writing, and shall be recorded in the records of the respective municipalities. Every such company shall at its own expense comply with and carry out such orders forthwith, and, in case of its failure so to do, such town, city, or borough may carry out such orders and recover the expense thereof from such company in an action on this statute, or may proceed by a writ of mandamus to compel such company, at its own expense, to carry out such orders. Except in the case of bridges, terminals, curves in turning from one street to another, and turnouts and switches not exceeding one hundred and fifty feet in length, the wrought part of any highway made suitable for travel shall nowhere be less than eight feet in width on each side of the street railway tracks, measuring from the outer rail where such tracks are located in the center of the highway, and not less than twelve feet in width, measuring from the rail nearest the wrought part of the highway, where such tracks are located on the side of the highway, unless permission to reduce such width is obtained from the superior court or a judge thereof. When ever any town, city, or borough shall change the grade of any such highway after the tracks of any street railway company have been duly located thereon, such company shall comply with any reasonable order to temporarily remove its tracks for the purpose of such change, and, when such change has been completed, shall conform the grade of its tracks to the newly established grade of the highway, and such company shall pay all the costs of changing its tracks and one-half of the cost of the necessary excavating, filling, resurfacing, paving, or other construction work within lines two feet on the outside of each outer rail of such tracks. Such city, town, or borough shall pay the rest of the cost of changing the grade of such highway.

1901, ch.156, §11.

§ 3825. Hearing by municipal committee. Whenever any matter relating to street railways is required to be acted upon by the warden and burgesses of any borough, or the mayor and common council of any city, the hearing thereon may be by themselves or by a committee, either standing or special, of such

warden and burgesses or mayor and common council, duly appointed for that purpose, or by any board connected with such municipal government which may be designated by such warden and burgesses or mayor and common council; and in case such hearing is by a committee or board, the action of such warden and burgesses or mayor and common council shall be upon the report of such committee or board.

§ 3826. Local authorities may change orders. The 1893, ch.169, §11.
town, city, and borough authorities aforesaid, within their respective jurisdictions, may revise and change any orders made by them under §§ 3823 and 3824.

§ 3827. Orders relating to grade. No order shall be 1895, ch. 125, §1.
issued by the selectmen of any town authorizing or requiring a change of grade in any highway, or the location or relocation of any railway tracks in a highway, as authorized by § 3824, except upon a majority vote of all the selectmen after a public hearing, of which at least five days' notice shall have been given, with the nature of the proposed change and the location of the same fully set forth therein.

§ 3828. Selectmen to file orders for record. Penalty. 1895, ch. 125, §3.
Whenever the selectmen of a town shall prescribe the location of railway tracks in a highway, or authorize a relocation of tracks already laid or a change of grade thereof, they shall within ten days thereafter cause their decision in regard thereto to be recorded in the town clerk's office, and if they neglect to furnish the town clerk with a written statement of such decision, each of the selectmen who voted in favor of the same shall be fined not more than one hundred dollars.

§ 3829. Tracks not to be laid until order is lodged for record. No street railway company shall lay its tracks in any 1895, ch. 125, §2.
highway, or make any change in the location of its tracks already laid or in the grade thereof, until after the order of the selectmen authorizing the same shall have been lodged for record in the town clerk's office. Any such company may at any time lodge any such order for record with the town clerk.

§ 3830. Commissioners to direct method of construction. The railroad commissioners, subject to the right of 1901, ch.156, §3.

appeal as provided in § 3834, shall have exclusive jurisdiction and direction over the method of construction or reconstruction in whole or in part of every street railway in the state, the power of designating the kind and quality of track to be used and the method of laying the same, the kind, quality, and finish of all material, tracks, wires, poles, conductors, fixtures, and structures to be used in such construction, and the method and manner of applying motive power, and may make all orders necessary to the exercise of such power and direction, which orders shall be in writing and recorded in the records of said commissioners. Every company operating any street railway shall, at its own expense, comply with and carry out such orders.

1901, ch. 156, §4.

§ 3831. Orders on company's application. All orders of the railroad commissioners provided for in § 3830 shall be made upon written application of the company desiring to construct or reconstruct a street railway, after a hearing had, upon such notice as said commissioners shall deem reasonable, to the selectmen of the town, mayor of the city, or warden of the borough within which it is proposed to construct such railway; and said commissioners may, at any time, upon the application of such company, after due notice to said municipal authorities, amend or change any order passed as aforesaid.

1901, ch. 156, §5.

§ 3832. Company may appeal to commissioners. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall make or render any decision, denial, order, or direction, with respect to the location of the tracks of any street railway company in any highway with reference to the center line of such highway and the grade thereof, and any change proposed to be made in such highway or grade thereof, or whenever any of said municipal authorities shall make or render any decision, denial, order, or direction with respect to any other matter relating to street railways, any such company affected thereby may appeal to the railroad commissioners from any such decision, denial, direction, or order, within thirty days from the service of notice upon such company of such decision, denial, direction, or order. Such appeal shall be by petition, and shall state specifically the portion or portions of such decision, denial, direction, or order appealed from and the reasons of such appeal. Said commis-

§ 3832. Notice to company may be by mail. 73 C. 337.

sioners shall order such notice as they shall deem reasonable to be given to such municipal authorities, of the time and place of appearance in answer to such petition; and at such time, or as soon thereafter as said commissioners shall order, such appeal shall be tried, and said commissioners shall make such orders in reference to the matters affected by the appeal as they may deem equitable. Whenever such warden and burgesses, mayor and common council, or selectmen shall, under the provisions of § 3823, be deemed to have refused to approve and accept any plan presented by any street railway company with reference to any matter within their jurisdiction, such company shall have a like right of appeal to said commissioners, who shall have the same powers with reference thereto that said municipal authorities would have had under the provisions of § 3823, and may make all such orders with reference thereto as they may deem equitable.

Paving of city streets by street railway companies.

1903, ch. 209.

On an appeal taken under the provisions of § 3832 of the general statutes, the railroad commissioners shall make no order providing for the paving of that part of a highway required by law to be paved by street railway companies, which shall require the use of a different substance for such pavement than that with which the whole remaining width of such highway is paved.

§ 3833. Commissioners may amend order. Said railroad commissioners may on application of any street railway company, with due notice to adverse parties, amend or change any order passed by them on appeal.

1901, ch. 156, §7.

§ 3834. Appeal to superior court. Any party to any proceeding relating to street railways brought before said commissioners upon either original application or by appeal, aggrieved by the decision or order of said commissioners thereon, may appeal therefrom to the superior court, in the same manner as is provided in the case of appeals taken under the provisions of § 3747, and with like effect; and said court may, upon application of such street railway company, with due notice to adverse parties, amend or change any order passed by it on appeal as aforesaid.

1901, ch. 156, §8

§ 3835. Right of certain companies to lay tracks to cease. In case any street railway company, which, since the

1896, ch. 169, §4

first day of January, 1893, has been, or hereafter shall be, authorized by its charter, or by an amendment thereto, to construct its railway in any highway, has not or shall not have constructed its railway in such highway on or before the close of the second regular session of the general assembly after that at which such authority was or shall be granted, all right of such company to lay its tracks in such highway shall thereupon cease; *provided, however,* that the right, in any highway or part of a highway, of any street railway company under any charter or amendment thereto granted prior to 1893, if such company has constructed part of its railway before said date, shall not cease because of the delay of such company to construct its railway in such highway, if such company shall construct its railway in such highway within two years from the time when the municipal authorities of the town, city, or borough in which such highway is located shall have notified such company so to do.

1893, ch. 169, §5.

§ 3836. Failure to operate railway. If any such company shall discontinue the operation of its railway in any highway or portion of a highway, or, having constructed its railway thereon, shall not begin to operate the same within a reasonable time thereafter, the mayor and court of common council of any city, the selectmen of any town, or the warden and burgesses of any borough, within whose respective jurisdictions such discontinuance or failure to operate shall occur, may order such company, in writing, to operate such part of its railway within thirty days from a date named in such order. On failure to comply with said order, all right of such company to occupy such highway or portion thereof, or to keep or operate its railway in such highway or portion thereof, shall cease; and such company shall immediately thereafter remove its tracks and fixtures from such highway, and put such highway or portion thereof in good condition for public travel. In case such company shall fail to remove such tracks and fixtures and put such highway or portion thereof in good condition for public travel, such town, city, or borough may cause such tracks and fixtures to be removed, and such highway to be put in good condition for public travel, and may recover the expense thereof from such company in an action on this statute.

1863.
Rev. 1888, §§3597,
3598.
1893, ch. 169, §6.

§ 3837. Company to repair highway. Every such company shall keep so much of the highway as is included within its tracks, and a space of two feet on the outer side of the outer rails

thereof in repair, to the satisfaction of the authorities of the city, town, or borough, which is bound by law to maintain such highway. Such authorities shall not order such company to use any better or more expensive kind of pavement or material for that part of the highway which it is the duty of such company to keep in repair, than is used by the town, city, or borough upon the remaining width of the highway, except for a space of one foot on each side of each rail, unless such better or more expensive kind of pavement or material was required in the order permitting the original location of such railway on such highway. Such municipal authorities shall keep a record of all orders as to such repairs, and shall serve a copy thereof upon such company, and every such order shall state the time within which repairs are to be completed, which time shall not be less than thirty days from the service thereof. Upon failure of such company to make the required repairs within the time fixed by the order, such repairs may be made by the municipal authorities interested, and the expense thereof recovered from the company in an action on this statute.

§ 3838. Damage from defect which company should repair. Any person injured in person or property, by reason of any defect in that part of the highway which any street railway company is bound to keep in repair, may bring his action therefor against both such company and the town, city, or borough which is bound to keep such highway in repair, and any judgment recovered in such action shall run against both of such defendants. Such company shall, however, pay such judgment and save the other defendant harmless therefrom, unless the court, or the jury, if the case is tried to the jury, before whom the action is tried, shall find that such defect was due in whole, or in part, to the negligence of such city, town, or borough, in which case the court or the jury shall find and adjudge how much of the judgment shall be paid by the municipality without reimbursement from such company. The fact that such company has kept its part of the highway in repair to the satisfaction of the municipal authorities shall not operate to shift the responsibility for injuries occurring by reason of defects therein from such company to the municipality.

1883.
Rev. 1888, §3597.
1893, ch. 169, §9.

§ 3839. Municipal liability limited; lien. Such town, city, or borough shall not be liable for the payment of any judg-

1893, ch. 169, §10.

ment which, under § 3838, should be paid by the railway company, unless, within sixty days after the rendition of such judgment, demand shall be made upon such town, city, or borough for such payment upon a lawful execution. If any town, city, or borough shall be compelled to pay any portion of any such judgment, the first selectman of such town, the mayor of such city, or the warden of such borough, shall, within thirty days after such payment, file for record, in the office of the town clerk of the town within which such highway is situated, a certificate showing the court by which such judgment was rendered, the date of such judgment, the amount paid by such town, city, or borough, and that such town, city, or borough, claims a lien upon the tracks, fixtures, and other property of such company situated in such town, city, or borough, for the payment of such sum with lawful interest. Such sum and interest shall thereupon become a lien upon all the tracks, fixtures, and property of such company situated in such town, city, or borough, and shall take precedence of all other incumbrances, and may be enforced and collected in the same manner as tax liens.

1893, ch. 169, §7.
See §3845.

§ 3840. Transportation of merchandise. Every such company may transport both persons and property, but in the transportation of property, other than such small packages and baggage as are carried by passengers, shall be subject at all times to such regulations as may be prescribed by the superior court or any judge thereof, upon the application of such company or of any person interested in such transportation, or of any town, city, or borough in which such railway is located, upon such notice as said court or judge shall deem reasonable. Any orders made by said court or judge may extend to and control such traffic over the whole line of such company, whether the same be in one county or in more than one, or may be confined to any part of such railway, in the discretion of said court or judge; and any order so made may, upon a subsequent application by such company or any person interested, or by any such town, city, or borough, be modified or rescinded by said court or judge, upon such notice as said court or judge may direct.

1909, ch. 208.

Taxation of corporations doing an express business wholly on lines of electric railway. Section one of chapter 264 of the public acts of 1905 as amended by chapter 268 of the public acts of 1907 is hereby amended to read as follows:

Every corporation, person, or partnership conducting an express business wholly on lines of electric railways within this state, shall annually, within the first ten days of October, deliver to the tax commissioner a statement, sworn to by such person, or, in case of a corporation or partnership, by its treasurer or other accredited officer or agent, showing the gross receipts of said corporation, person, or partnership for its express business conducted wholly on the lines of electric or street railways within this state during the year preceding the first day of July then last past; and each such corporation, person, or partnership shall annually, within the first twenty days of October, pay to the state two per centum of such gross receipts, which sum shall be in lieu of all other taxes upon the property of such corporation, person, or partnership used in the conduct of such express business.

§ 3842. Cars to stop at drawbridge; penalty. All cars of any street railway company shall be brought to a full stop at a distance of not less than one hundred and fifty feet, nor more than two hundred feet, from the draw in every drawbridge upon the line of its road over which such cars are to run, before being run upon or over such draw, and such cars shall remain at a full stop until such draw is closed and securely fastened. Every person directing or operating any street railway car, who shall violate the provisions of this section, shall be fined not more than one hundred dollars or be imprisoned not more than three months; and the president and directors of any street railway company, who shall knowingly permit any violation of the provisions of this section, shall be fined five hundred dollars.

1901, ch. 127.

§ 3843. Appeal by adjoining owner. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall determine the location of the track of any street railway as to grade or the center line of the highway through which the same passes, any owner of land fronting on such highway, aggrieved by the location of said track or tracks as to grade or the center line of the highway in front of the premises owned by him, may appeal to the railroad commissioners from the decision, direction, or order locating such track or tracks, within thirty days after the making of said decision, direction, or order. Said appeal shall

1895, ch. 283, §2.
1901, ch. 156, §6.

be taken in the same manner and proceeded with in all respects as provided for in § 3832 for appeals of street railway companies, except that said commissioners shall order a notice to be given to the street railway company similar to that required in said section to be given to municipal authorities.

1893, ch. 169, § 18.
1897, ch. 105.

§ 3844. Company may purchase land for layout. Any street railway company organized under the laws of this state, with power to build and operate its railway in any highway, shall have power to purchase land, to enable such company, in the building and operation of its railway, to avoid heavy or inconvenient grades, or to render the operation of such railway more feasible and advantageous; and may construct and operate its railway over land so purchased; *provided*, that such company shall not by so doing substantially change the course and direction of its railway.

1909, ch. 101.

Railroad may make alterations for public safety. Whenever any street railway is located and constructed in part on private way, upon the written petition of the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough in which such private way is situated, or of the company owning or operating such railway, the railroad commissioners, after reasonable notice of the time and place of hearing thereon shall have been given to the petitioners, the company, and the persons interested in the land adjoining such private way, shall find that public safety and convenience require an alteration in such location, the company owning such railway may so far alter such location as to change the radius of its curves, the width of its layout, its slopes and embankments, may straighten and improve its lines and extend its lines of sight, and, with the written approval of said commissioners prescribing the extent, may take land for such purposes in the manner provided in section 3687 of the general statutes.

1897, ch. 87.

§ 3845. Passenger car regulations. All such companies may make and enforce reasonable regulations concerning the kind and size of packages and baggage which may be brought into passenger cars, concerning the use of seats and passageways in cars.

Cars equipped with air brakes to be provided with seat or stool, when running outside of the limits of a city or borough. Exception. § 1. Every company owning or operating a street railway in this state shall cause each of its cars having an air brake, and when running outside the territorial limits of any city or borough, to be provided with a seat or stool for the use of the motorman operating such car or the person having the motive power of the same under control; provided, that the railroad commissioners may exempt from the provisions of this act any line or parts of a line, or any cars of such a company if, after public hearing, they shall find that the presence of such seats upon such line, parts of line, or cars would endanger or inconvenience any person or persons traveling or being legally upon such lines or cars.

1909, ch. 237.

Penalty. § 2. Any company owning or operating any such car which shall neglect or refuse to cause the same to be provided with a seat or stool for the use of the motorman operating the same or the person having the motive power of such car under control, shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

§ 3. This act shall take effect October 1, 1909.

Facilities for travel on connecting railways. § 1. Every company owning or operating a street railway shall so operate such railway and run its cars thereon as to afford reasonable facilities for passengers and for receiving passengers from and delivering passengers to other street railways connecting with such railway.

1907, ch. 225.

Powers of railroad commissioners. § 2. The selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, claiming to be aggrieved by the neglect or refusal of any such company or companies operating street railways within the limits of such town, city, or borough to comply with the provisions of section one of this act, may bring a petition in writing to the railroad commissioners alleging such neglect or refusal. Said commissioners shall thereupon appoint a time and place for hearing such petition and give reasonable notice thereof to the petitioner and to such company or companies. After such hearing the commissioners shall make such orders as they deem reasonable and equitable and shall communicate their decision to the petitioner and to such company or companies within twenty days after.

final hearing. Every such company failing to comply with such order within ten days after receiving notice of such decision shall forfeit fifty dollars to the state for each thirty days of such noncompliance after the expiration of said ten days.

§ 3. This act shall take effect from its passage.

1893, ch. 169, §8.
1897, ch. 243.

§ 3846. **Building of parallel roads regulated.** No street railway shall be built or extended from one town to another in the highway so as to parallel any other street railway or any railroad, unless authorized by special charter prior to January first, 1893, or by the superior court or a judge thereof, after an application and finding in the manner hereinafter provided, that public convenience and necessity require the building of such railway, nor shall any street railway be built or extended under the provisions of any charter or amendment of a charter granted after the close of the session of the general assembly of 1897, so as to parallel any other street railway in any town, or any railroad in any town except within the limits of a city, until the company desiring to build or extend its railway shall have applied to the superior court or a judge thereof, and obtained, in the manner hereinafter provided, a finding that public convenience and necessity require the construction of such railway. Any company intending to build or extend such railway shall make an application to the superior court or a judge thereof for a finding that public convenience and necessity require the construction of such railway; and such court or judge shall thereupon fix a time and place to hear such application, and shall cause notice to be served, at least twelve days before the day of hearing, upon any railroad company or companies and any street railway company or companies that may be affected by the construction of such road, and upon the selectmen of any town, the mayor of any city, or the warden and burgesses of any borough within whose limits it is proposed to build such railway. Such court or judge shall hear the parties and determine whether public convenience and necessity require the construction of such railway, in whole or in part, and the decision of such court or judge shall be final and conclusive upon the parties.

§ 3846. Parallel railway partly within and partly without highway is affected by this section. 69 C. 47. Financial ability of company to build railway properly considered in determining public necessity; decision of court or judge final, unless jurisdiction is exceeded or essentials of procedure violated. 69 C. 626.

§ 3847. Maps of railways. Penalty. Every company owning or operating a street railway, wholly or in part within the limits of this state, shall, on or before the first day of November in each year, file in the office of the railroad commissioners a map or plan of all railways constructed by it during the year ending on the fifteenth day of October next preceding. Said map or plan shall be drawn upon sheets of the state topographical map of Connecticut, or, if required by said commissioners, upon such other map as they shall designate; and the single track lines operated by such company shall be shown thereon by black lines, and double track lines operated shall be shown by red lines. Said maps or plans shall in all cases be drawn to the approval of said commissioners, and they shall furnish the sheets of said state topographical map at cost to any person applying for the same. The railroad commissioners shall make or cause to be made a general map or atlas of the state from the maps or plans required to be filed by said companies as aforesaid, showing thereon all street railway lines as the same shall appear upon the maps or plans so filed, and shall, from time to time, revise such map or atlas so that it shall show all lines of street railway in operation in this state. Such map or atlas shall be kept in the office of the commissioners. Every corporation violating the provisions of this section shall forfeit to the state fifty dollars for each such violation.

Approved, April 5, 1905.

1901, ch. 87.

§ 3849. Rights of trustees and others after foreclosure. When the trustees for any mortgage bondholders of any such company shall take possession of the property of the same under a decree of foreclosure, or when the mortgage bondholders shall take possession either as such bondholders or as stockholders, upon a reorganization of such company, such trustees, bondholders, or stockholders shall succeed to and enjoy all the rights, privileges, immunities, and franchises that were or might have been enjoyed by the original stockholders or company.

1876.
Rev. 1888, §3806.

§ 3850. Court may order sale. When the trustees for any mortgage bondholders of any such company shall take possession of its property under a decree of foreclosure, and all the rights, privileges, immunities, and franchises shall have become vested thereby in the trustees, as provided by § 3849, the court in which such foreclosure is pending may authorize and empower such trustees, or their lawful agent, to sell and convey, all and

1889, ch. 2, §§1, 2.

singular, the said property, rights, privileges, immunities, and franchises which were or might have been enjoyed by the original stockholders or corporation, in such manner as said court may order; and by virtue of the mortgage of all the property of such corporation and of such foreclosure and sale, the said property, rights, privileges, immunities, and franchises, all and singular, shall pass to and become vested in the purchaser or purchasers of said property, who shall have full power to reorganize such corporation.

1889, ch. 2, §3.

§ 3851. Rights and liabilities of reorganized corporation. The capital stock and the par value of the shares of such reorganized corporation shall be the same as authorized in the original stockholders or corporation, and shall be subject in all shall succeed to and enjoy all the rights, privileges, immunities, and franchises which were or might have been enjoyed by the original stockholders or corporation, and shall be subject in all respects to the provisions of said act and any amendments thereto.

1889, ch. 2, §§4, 5.

§ 3852. Certificate of reorganization to be filed. Within thirty days after the date of such reorganization, the persons so reorganizing such corporation, their grantees or assigns, or a majority of them, shall file in the office of the secretary of state a certificate under their hands and seals, duly acknowledged, setting forth: the name of the corporation whose rights, privileges, and franchises have been acquired, and referring to the acts of the general assembly under which the original organization was and the reorganization has been made; the name of the court by authority of which said sale was made, and the date of the judgment or decree; the amount of the capital stock, and the number of shares into which the same has been divided; the owners of such shares at the date of filing said certificate, and the names and residences of the directors of such reorganized corporation. In case such certificate shall not be filed in manner and form as aforesaid, said proceedings for reorganization shall be void.

1893, ch. 100, §16.

§ 3853. Use of tracks by another company. When two or more street railway companies are operating in the same city or town, upon application of any one of such companies, the superior court or any judge thereof may, in its or his discretion, whenever public convenience and necessity require, authorize

such company to run its cars over the tracks of any other of such companies for a distance not exceeding one-half mile; and in case the only approach to any city or town upon a particular side is by means of a bridge or causeway, or both, for a greater distance than one-half mile, such court or judge may authorize any suburban railway company whose railway approaches such city or town upon such side, to use the tracks of any other company crossing such bridge or causeway, or both, from the place where such railways meet to some central point in such city or town, upon such terms as to manner of use, and upon the payment of such compensation, as such court or judge may deem just; and such court or judge may change or revoke such authorization upon the application of either company. No such company shall be allowed to use the tracks of another company, unless the length of track actually owned and operated by the first company exceeds the length of track to be so used.

§ 3854. Directors to be residents of state. A majority of the directors of every company operating a street railway in this state shall be residents of this state. 1893, ch.169, §18.

§ 3855. Steam not to be used. No street railway company shall use steam for motive power. 1864.
Rev. 1888, §3594.

§ 3856. Removal of snow regulated. No such company, having a track in any highway within the corporate limits of any city, shall remove snow from said track, if it is of sufficient depth to allow vehicles to pass over the road on runners, without the written consent of the mayor of the city. 1861.
Rev. 1888, §3599.

§ 3857. Removal of snow from tracks in New Haven and Fairfield counties. Any such company having a track in New Haven or Fairfield county may remove snow from it; but the authorities having control of the highways on which any such track is shall determine the manner in which such removal shall be made. When the snow shall be removed from any part of the track by carting, the city or borough, if any, otherwise the town, in which such part lies, shall pay half of the expense thereof to such company. 1874.
Rev. 1888, §3600.

§ 3858. Disposition of snow regulated. No street railway company shall allow any snow so removed from its tracks to 1874.
Rev. 1888, §3601.

be placed upon any sidewalk or paved gutter, or where it obstructs or endangers public travel.

1861.
Rev. 1888, §3602.

§ 3859. Articles of decomposing nature not to be used to melt snow. No such company shall sprinkle any article of a decomposing nature on its tracks, or wash them with brine or pickle, for the purpose of melting the snow thereon, without written permission from the first selectman of the town, the mayor of the city, or the warden of the borough in which such track is located.

1861.
Rev. 1888, §3604.

§ 3860. Penalty for wrongful use of tracks. Every person who shall, without the consent of such company, use upon any street railway any vehicle with running gear fitted for the track of such road, and different from vehicles ordinarily used on highways, for the purpose of conveying passengers for hire upon the track of such road, shall be fined not more than one hundred dollars, or imprisoned not more than three months, or both.

1893, ch. 169,
§§12, 13.

§ 3861. Application of chapter restricted. Highway includes bridge. The provisions of this chapter relating to the powers of municipal authorities over street railways shall apply only to such portions of such railways as are constructed upon, over, or through any highway. The term highway, as used in this chapter, includes and covers the terms street and bridge.

1889, ch. 168.
1893, ch. 208.
1895, ch. 2.

§ 3862. Grade crossings prohibited. No electric, cable, or horse railway shall be constructed across the tracks of any steam railroad at grade.

1895, ch. 223, §1.
1901, ch. 166, §1.

§ 3863. Removal of grade crossing. Any street railway company which has power to lay its tracks in any highway which crosses a steam railroad at grade, but has no power to lay its tracks across the track of such steam railroad at grade in such highway, or any street railway company whose tracks cross the track of a steam railroad in the highway at grade, may bring its petition for the removal of such crossing in the manner specified in § 3713 for municipal authorities, and the railroad commissioners shall proceed upon such petition in the same manner and with the same powers as provided in § 3713 in the case of petitions brought by such municipal authorities.

§ 3862. Held not to repeal charter right to cross steam road at grade.
65 C. 410.

§ 3864. Commissioners may apportion expenses. In proceedings taken under any of the provisions of §§ 3713, 3714, and 3716, or of §§ 3863, 3865, and this section, if any changes or removals shall be ordered, the railroad commissioners, or the superior court on appeal, may order such amount as they deem proper of the whole expense of such changes or removals to be paid by any street railway company coming under the description of § 3863; *provided*, that in case any such street railway company shall not be the petitioner, and furthermore, shall not have laid its tracks in the highway on both sides of the track of the steam railroad crossed by such highway, said commissioners, or the superior court on appeal, shall order said expense to be paid in the first instance by other parties to the proceedings before them, and shall order such street railway company to pay, in the manner and the proportion to be designated, to the parties paying said expense in the first instance, such amount of said expense, to be assessed in said order, as they shall deem proper, whenever such company shall lay its tracks at such crossings across, over, or under the tracks of such steam railroad. Such street railway company shall not commence to build its railway across, over, or under the tracks of the steam railroad at such crossing, until it shall have paid such amount in accordance with said order. No greater proportion of said expense shall be ordered to be paid by any town, city, or borough, under the authority of §§ 3863, 3865, and this section, than the proportion named in §§ 3713 and 3714.

1895, ch. 223, §2.
1901, ch. 166, §2.

§ 3865. Appeal. The provisions of § 3747 in relation to appeals shall apply to any decision of the railroad commissioners under the authority of §§ 3863 and 3864. Any street railway company coming within the description of any clause of § 3863 shall be made a party to any proceeding before the railroad commissioners, or before the superior court on appeal, for the change or alteration of any highway crossing a steam railroad at grade, or for the removal of such grade crossing, upon motion of any party to such proceeding.

1895, ch. 223, §3.
1901, ch. 166, §3.

§ 3866. Commissioners to prescribe manner of crossing. When the tracks of any street railway and of any steam railroad legally cross at grade, the railroad commissioners, upon the written application of the corporation or person operating

1895, ch. 322, §§1
2.

such street railway or such steam railroad, may, in case said parties cannot agree, order such crossing to be made by means of frogs of such kind as the commissioners shall require. Such orders shall be made after reasonable notice to both parties to appear and be heard, and shall prescribe the time within which, and by whom, and in what manner, such order shall be executed. The commissioners may, from time to time, upon notice as aforesaid, make further orders as to the repair, renewal, and maintenance of such crossing. When the railroad commissioners deem that public safety requires, they may, without application to them, make and cause to be executed such orders regarding grade crossings of street railways and steam railroads as are provided for in this section.

1895, ch. 332, §§3,
4.

§ 3867. Payment of expense. Mandamus. The expense caused by the execution of such order or orders shall be paid by the corporation or person operating the railroad or railway last constructed at such crossing, and such corporation or person shall also maintain the same. Any such order may be enforced by mandamus, and the cost of such mandamus proceedings shall be taxed against the party refusing to obey such order.

1895, ch. 120.

§ 3868. Maintenance of plank on bridge. Where any street railway is constructed upon a highway bridge over the tracks of any steam railroad, the company owning such street railway shall keep in repair so much of the planking of such bridge as is included within its tracks, and the planking upon the space between its tracks.

1911,
ch. 207.

Highway Bridges crossed by Street Railways. § 1. Section one of chapter 233 of the public acts of 1909 is hereby amended to read as follows: Whenever any highway bridge over which a street railway is operated shall become unsafe for public travel, the company operating such railway shall pay the whole expense of repairing, strengthening, or reconstructing such bridge, if such bridge would be safe for public travel if such railway were not operated over it; but if a reconstruction of such bridge or the construction of a new bridge is required for any other cause or if such bridge would be unsafe for public travel if such railway were not operated over it, then so much of the expense of repairing, strengthening, constructing, or reconstructing such bridge as may be equitable

shall be paid by the company operating such railway. In the event of any disagreement between such railway company and the municipality or municipalities bound by law to maintain any such bridge, as to the necessity of any repair or reconstruction thereof, or as to the character of such repair or reconstruction, or as to the apportionment of the expense of such repair or reconstruction, the public utilities commission, upon application of any party in interest, and after due hearing, shall, subject to the provisions of section 3832 of the general statutes, make such orders as it shall deem necessary, in the interest of public safety, for the repair, strengthening, or reconstruction of such bridge, and shall determine, in accordance with the principle herein stated, the portion of the expense of such repair, strengthening, or reconstruction which shall be borne by such railway company.

§ 2. The provisions of this act shall not apply to the repairing, strengthening, constructing, or reconstructing of any bridge concerning which any contract exists between any street railway company and any municipality or concerning which any condition has been imposed upon any street railway company during the continuance of such contract.

§ 3869. Commissioners may order platforms to be inclosed. When the railroad commissioners deem it necessary, in the interests of the public, or of the employees concerned, that the platforms of any or all of the cars operated by any street railway company should be protected by gates or vestibules, or that fenders should be placed upon such cars, said commissioners may order the company operating such cars to inclose the platforms thereon with gates or vestibules, or both, or to place fenders upon such cars, of such kind and in such manner as they may deem necessary and proper, first giving such company reasonable notice to appear and be heard, and may, after similar notice, modify or revoke any such order. The commissioners shall have sole and exclusive jurisdiction over the inclosing of such platforms and the placing of fenders on such cars; but nothing in this section shall prevent any such company from inclosing its platforms or placing fenders on its cars without such order.

1895, ch. 221, §2.
1897, ch. 241, §1.

§ 3870. Penalty. Any company operating such car or cars which shall neglect or refuse to comply with any order re-

1897, ch. 241, §2.

§ 3870. Repeals all inconsistent provisions of municipal charters and ordinances. 67 C. 216.

lating to platforms made pursuant to § 3869 shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

1909, ch. 92.

Railroad commissioners may order street cars to be equipped with air brakes. § 1. Whenever the railroad commissioners deem it necessary, in the interests of the public, that any or all of the cars operated by any street railway company upon any highway in this state shall be equipped with air brakes or other sufficient brakes, said railroad commissioners may order the company operating such cars to equip such cars with brakes, operated by air or otherwise, of such kind and in such manner as said railroad commissioners may deem necessary and proper, first giving such company reasonable notice to appear and be heard, and may, after similar notice, alter, modify, or revoke any such order.

Penalty. §2. Any company operating such car or cars which shall neglect or refuse to comply with any order relating to brakes made pursuant to the provisions of section one of this act shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

1895, ch. 221, §1.

§ 3871. Guard rails on bridges. Where the tracks of any street railway company cross any bridge or causeway, the railroad commissioners shall have the same powers with reference to the placing of guard rails thereon as are provided in § 3896 for the placing of guard rails on the bridges of steam railroads.

1865.

Rev. 1888, §3605.

1893, ch. 169, §14.

1895, ch. 192.

1897, ch. 156, §1.

§ 3872. *Returns to commissioners. All companies, trustees, or receivers operating street railways in this state shall, on or before the fifteenth day of September in each year, make a return to the railroad commissioners in such form as they shall prescribe. Such form shall substantially follow the form required by the interstate commerce commission for steam railroads, so far as such form is applicable to the business and affairs of street railway companies, with such additional matters as shall render said return as complete, as to the business, property, and affairs of such companies, as the return required from steam railroad companies under the provisions of § 3819. Said return shall be for the fiscal year ending the thirtieth day of June next preceding, and shall be signed and sworn to by the president and treasurer of the company or by a majority of the trustees or receivers making the same. The commissioners shall annually,

* See also pages 165 and 166.

on or before said thirtieth day of June, furnish such companies, trustees, or receivers with duplicate blank forms which shall conform to the requirements of this section. The provisions of §§ 3820 and 3821 shall apply to street railway companies. Said returns shall be published annually by the commissioners in their report, and the expense of such publication shall be paid in the manner provided by § 3882.

§ 3873. Penalty for neglect to make returns. Every company whose president and treasurer or trustees or receivers shall refuse or neglect to make such returns shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and the commissioners shall report such forfeiture to the state treasurer. The books of every such company shall at all times be open to the inspection of any committee of the general assembly appointed to make such inspection.

1865.
Rev. 1888, §3805.
1893, ch. 169, §14.
1895, ch. 192.
1897, ch. 156, §1.

§ 3874. Apportionment of cost. Forfeiture. Every such company which has not apportioned the cost of its road, equipment, and permanent improvements strictly according to the form prescribed pursuant to § 3873 by the railroad commissioners under the head of "cost of road, equipment, and permanent improvements," shall cause such apportionment to be made, if the same be practicable, to the approval of said commissioners, in the annual returns hereafter filed by such company. In case any such company has built or shall hereafter build its road or any portion thereof by contract, or has purchased or shall purchase its road or any portion thereof already constructed, such company shall cause the contract or purchase price thereof to be apportioned as above provided, if such contract for building or agreement to purchase is so apportioned. Every such company failing to comply with the provisions of this section shall forfeit to the state one thousand dollars.

1897, ch. 209.

§ 3875. Sunday laws not applicable to electric cars. No law affecting travel, business, or labor on Sunday, or the operation on Sunday of any railroad or railway, shall apply to any railroad company or street railway company so as to prohibit or limit the operation on Sunday of electric cars.

1899, ch. 63.

§ 3875. A street railway company is liable for negligence resulting in injury to passenger riding for pleasure on Sunday. 66 C. 272.

1903, ch. 85.

§ 1. Title by adverse possession not acquired to land used by electric railway company. If any person shall take into his enclosure any part of land belonging to a railway company within the limits of which said company has located an electric railway, or shall erect any building upon any part of such land, said person shall not by adverse possession acquire any title to the land so enclosed or built upon.

§ 2. This act shall take effect from its passage.

1907, ch. 228.

Certificate of merger to be filed with secretary. Whenever any railroad or railway company, pursuant to any authority contained in its charter, shall have acquired any of the franchises of any other corporation or consolidated or merged with or in any other corporation, such railroad or railway company shall, upon consummation of such acquisition, consolidation, or merger, file with the secretary of the state a certificate, signed and sworn to by its president or its secretary, setting forth the fact of such acquisition, consolidation, or merger and, in case of consolidation or merger, the name of the consolidated corporation.

CHAPTER 218.

*Railroad Commissioners.

1853, 1858, 1865,
1874, 1877, 1887.
Rev. 1888, §3413.

§ 3876. Appointment. There shall be three railroad commissioners. The governor shall, within sixty days from the organization of the general assembly at its regular session in 1903, and within sixty days from the organization of said assembly at its regular session quadrennially thereafter, nominate, and with the advice and consent of the senate appoint, one railroad commissioner, and shall within sixty days from the organization of said assembly at its regular session in 1905, and within sixty days from the organization of said assembly at its regular session quadrennially thereafter, nominate, and with the advice and consent of the senate appoint, two railroad commissioners.

§ 3877. Term of office. The commissioners so appointed shall hold their respective offices for four years from the first day of July next succeeding their respective appointments. The senate shall act on all such nominations within ten days after they are made. If the governor shall fail to nominate, within the sixty days prescribed, a person or persons for railroad com-

* See also Public Utilities Commission, pages 158, 161 and 170.

missioner or commissioners who shall be confirmed by the senate, the general assembly shall fill the vacancy or vacancies which would otherwise occur.

§ 3878. *Qualifications of commissioners. One of the commissioners shall be a lawyer in good standing in his profession, and of at least ten years' practice; one shall be a capable and experienced civil engineer, of at least ten years' practice; and the remaining commissioner shall be a practical business man; and they shall constitute the board of railroad commissioners. No stockholder or agent of any railroad or street railway company shall be a commissioner.

1877.
Rev. 1888, §3414.

§ 3879. *Vacancies how filled. If any vacancy occurs in said board at a time when the general assembly is not in session, the governor shall appoint a commissioner to fill such vacancy until the rising of the next session of the general assembly. All other vacancies shall be filled for the remainder of their respective terms in the manner provided in § 3877.

1877.
Rev. 1888, §3415.

§ 3880. *Clerk and office. The commissioners shall appoint a clerk. The comptroller shall furnish them an office in the capitol, which they shall keep open during the usual business hours, and they shall keep their records there.

1871, 1874, 1877.
Rev. 1888, §3416.

§ 3881. *Records. Employment of experts. The commissioners shall keep a record of all communications addressed to them officially, of all their official acts and proceedings, and of all facts learned in relation to any casualty, with the names of the persons from whom such facts were obtained or by whom they may be proved. Said commissioners may when necessary employ an electrical engineer and other experts and agents.

1877.
Rev. 1888, §3417.
1901, ch.156, §13.

§ 3882. *Payment of commissioners. The office expenses, salaries, and traveling and incidental expenses of the commissioners shall be paid monthly from the treasury of the state, and in July of each year the whole amount so paid during the year ending the fourth of July shall be apportioned by the comptroller among the several companies, trustees, receivers, assignees, lessees, or other parties operating railroads and street railways in the state in proportion to the respective valuations of their property made and corrected for the purposes of taxation during the year next preceding, under the provisions of § 2424, who shall

1877.
Rev. 1888, §3418
1901, ch.156, §13.

* See also pages 158 and 159.

pay to the treasurer the amount so apportioned to them respectively.

1853.
Rev. 1888, §3419.
1901, ch.156, §14.

§ 3883. Commissioners to have free passage. The commissioners shall have the right to pass free of charge, in the performance of their duties, on all railroads and street railways in the state, and to take with them any person in their official employment.

1874.
Rev. 1888, §3423.

§ 3884. General duties. The commissioners may at any time, and on the complaint in writing of five of the stockholders or creditors of any railroad company assigning sufficient reason shall, examine the railroad of such company and all its appurtenances, engines, and cars, and its by-laws and rules; and in such examination shall pass over the road at a rate not exceeding six miles an hour, shall stop at each culvert, bridge, and piling, and examine the same, and shall examine the rails and ties in every mile, after notifying the company in writing of the time of such examination. They shall notify the company to make all repairs required within a time limited; shall make such rules as to platforms and outbuildings at stations as are for the public interest; may prescribe the time during which any ticket office shall be open for the sale of tickets, and no company neglecting to comply with such order shall receive more than the regular ticket price for fare; shall make necessary orders for compelling companies to furnish comfortable seats for passengers, and for regulating the manner in which companies shall manage their engines and cars at highway crossings; shall direct that suitable warning boards be put up at dangerous crossings; may require companies to maintain a gate across a highway at any crossing, and to provide an agent to open or close the same; shall, when two roads meet or intersect, at the request of the directors of the company owning either, prescribe rules relative to the exchange of passengers and baggage; and shall cause printed copies of §§ 3783 and 3784 to be kept posted up at all railroad stations, and may cause any other portion of the law relating to railroads to be posted as they may direct.

1849.
Rev. 1888, §3420.

§ 3885. Notices concerning layout and real estate. Before the commissioners shall approve the layout of any rail-

§ 3884. Railroad commissioners have no powers of arbitration, and cannot render conditional judgments. 41 C. 355. Their duties are administrative rather than judicial. 43 C. 382.

road, or the taking of any real estate for the purposes of such road, or any change or alteration of the same, they shall give reasonable notice to all persons having an interest in such real estate to attend and be heard; and the appraisers shall cause a like notice to be given to all persons interested in such real estate. If any such person resides out of this state, or is a *feme covert*, infant, or *cestui que trust*, or is *non compos mentis*, any judge of the superior court may prescribe the notice to be given to such person.

§ 3886. Road not to be opened without certificate of commissioners. No part of any railroad or street railway shall be opened for public travel unless the company operating such railroad or street railway shall first obtain a certificate signed by the commissioners that it is in a suitable and safe condition.

1856.
Rev. 1888, §3421.
1901, ch. 156, §1.

§ 3887. Commissioners to examine roads. The commissioners shall examine the several railroads and street railways in the state once in each year, and oftener when they deem that public safety so requires, and shall make a like examination of any railroad or street railway within the limits of any town, when so requested in writing by the selectmen of such town or by the authorities having control and supervision of the streets and highways therein, and shall see that such railroads and railways are kept in suitable repair, and that the companies operating them faithfully comply with all provisions of law.

1850, 1856, 1862.
Rev. 1888, §3422.
1901, ch. 156, §2.

§ 3888. May order gates, flagmen, and signals. Penalty. The commissioners, when requested in writing, by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, to order a gate or electric signal to be erected, or a flagman to be stationed at any railroad crossing within such town, city, or borough, shall visit such place, first giving the authorities making such request, and the company operating the road, reasonable notice thereof; and if they find that public safety requires it, shall order such company to maintain a gate or electric signal, or to keep a flagman at such place, or to do any other act necessary for the protection of the public, and may specify when such gate shall be opened and closed, or when a flagman shall be on duty, and may change any such order when they deem it necessary, first visit-

1884.
Rev. 1888, §3424.

§ 3888. Unless ordered by commissioners, only such safeguards as the statute requires need be furnished. 57 C. 23.

ing the town, city, or borough in which such crossing is located, and there giving the authorities thereof and such company an opportunity to be heard. If any such company shall neglect to station flagmen or maintain gates or electric signals as ordered by the commissioners, or shall neglect to comply with any order of the commissioners made pursuant to this section, it shall forfeit to the state fifty dollars for each day of such neglect.

1883, 1884.
Rev. 1888, §3425.
1889, ch. 216.

§ 3889. Notice of decision. Appeal. When the commissioners, on application as provided in § 3888, shall make or refuse to make an order, their decision shall be communicated to the parties in interest within thirty days from the final hearing, and any party aggrieved by such decision may appeal therefrom to the superior court in the manner provided for appeals in § 3747 and with like effect. In all cases in which, on appeal as aforesaid, an order shall be passed by the superior court, said court may, at any time upon the application of any party, with due notice to adverse parties, annul or vary such order; *provided*, that said court shall find that there has been a change of circumstances surrounding such crossing.

1907, ch. 248.

Order for heating and lighting cars. Section 3890 of the general statutes is hereby amended to read as follows: The commissioners may make all orders which shall seem to them to be required by public safety, relating to heating and lighting passenger cars.

1884.
Rev. 1888, §3492.

§ 3891. Use of highway for switching restricted. The commissioners may forbid any railroad company to use for switching purposes or standing trains such portion of its tracks upon or across any highway as in their opinion public convenience requires should not be so used; and they may limit the number of tracks which a company may lay upon or across a highway for side tracks or switching purposes, and may order any such company to remove such of the side tracks or switching tracks now laid upon or across any highway as the commissioners may deem public convenience or safety requires should be removed.

1884.
Rev. 1888, §3493.

§ 3892. Use for switching regulated on petition; appeal. Said commissioners, when requested in writing by the selectmen of any town, the mayor of any city, or the warden of any borough, to forbid the use for switching purposes of the

tracks of any company where the same cross any highway within such town, city, or borough, shall visit such crossing, first giving reasonable notice to the authorities making such request and to such company, and, if they find that public convenience requires, shall order the company operating such railroad not to use the same, or such part thereof as may be specified in said order, for switching purposes, and may make any order regulating such switching that they shall deem proper; and, upon like application and notice, shall make such orders in regard to the laying of side tracks or tracks for switching purposes upon or across such highways, or for the removal of such tracks already laid, as they may judge proper. The commissioners may change any such order, after giving such town, city, or borough, and such company an opportunity to be heard. When the commissioners, on application as aforesaid, shall make or refuse to make an order, their decision shall be communicated to the parties in interest within twenty days from the final hearing, and any party aggrieved by such decision may appeal to the superior court in the manner provided for appeals in § 3747, and with like effect. The superior court may upon application of any party, with due notice to adverse parties, amend or change any order passed as aforesaid.

§ 3893. General orders regarding crossings. Penalty.

The commissioners may make orders for the regulation of the speed at which locomotives and cars shall cross highways, and generally may make all orders which they deem necessary or proper to prevent inconvenience to the public relating to the crossing or obstruction of highways by locomotives and cars. Every company which shall violate any such order shall forfeit to the state fifty dollars for each day of such violation.

1883.
Rev. 1888, §3498.

§ 3894. Speed of trains in cities and boroughs. The power to regulate the speed of railroad trains within the limits of cities and boroughs shall be vested exclusively in the board of railroad commissioners.

1895, ch. 133.

§ 3895. Recommendations by commissioners. The commissioners shall, from time to time, recommend to the several companies operating steam railroads and street railways in this state, or to any of them, the adoption of such measures and regulations as such commissioners deem conducive to the public

1853.
Rev. 1888, §3426.
1901, ch. 156, §9.

safety or interest; and shall report to the next general assembly any neglect on the part of any such company to comply with any such recommendation.

1878.
Rev. 1888, §§3427,
3428.

§ 3896. Guard rails on bridges. Penalty. When the commissioners shall deem it necessary for the safety of persons traveling upon any railroad in this state that guard rails or any other appliances to secure safety should be placed upon any bridge used by the company operating such railroad, the commissioners may order such company to place such guards upon such bridge as they may deem necessary and proper. Every such company which shall neglect or refuse to comply with such order shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

1853.
Rev. 1888, §3429.

§ 3897. When officers or company may be enjoined. If, upon examination of any railroad or the affairs of any railroad company, the commissioners shall be of opinion that such road is in such condition, or that the affairs of such company are so conducted, as to endanger public safety, or that the company has violated the law or refused to obey the directions of said commissioners or of the superior court, or any judge thereof, they may within one year after said examination make application to any judge of such court for an injunction to restrain any person from exercising or attempting to exercise the duties of any officer in such company; and such judge may proceed thereon as the superior court may do on complaints for injunctions.

1872, 1881.
Rev. 1888, §§3430,
3431.
1901, ch. 156, §15.

§ 3898. *Commissioners may examine witnesses. The commissioners may summon and examine under oath such witnesses as they may think proper in relation to the affairs of any railroad company or street railway company; and whoever shall refuse, without justifiable cause, to appear and testify, or shall in any way obstruct any railroad commissioner in the discharge of his duty shall be fined not more than one thousand dollars, or imprisoned not more than one year, or both. The fees of witnesses summoned by the commissioners to appear before them under the provisions of this section, and the fees for summoning such witnesses, shall be taxed by the commissioners and paid by the state treasurer upon the order of the comptroller.

1853, 1876, 1883.
Rev. 1888, §3432.
1895, ch. 294.
1901, ch. 156, §10.

§ 3899. †Commissioners' report. The commissioners shall make an annual report of the general conduct and condition of all railroads and street railways in the state, and of

* See also page 160.

† See also page 167.

every violation of law by any company owning or operating any such railroad or street railway, and shall embody in their report such suggestions for legislation as they may think proper.

§ 3900. Penalty for disregard of order. When any railroad company fails to comply with any lawful order of the commissioners relating to any highway crossing or portion of a railroad within any town in this state, for which failure no other penalty is provided, such company shall forfeit to the town, within which is situated that portion of the railroad in reference to which the order is made, the sum of one hundred dollars for every such failure, to be recovered in an action to be brought within sixty days after the right of action shall accrue.

1884.
Rev. 1888, §3496.

§ 3901. Recovery of forfeitures to state. All forfeitures, not otherwise provided for, accruing to the state from any railroad company by reason of its neglect or refusal to comply with the orders of the commissioners, shall be recovered by the state treasurer in an action upon the respective statutes providing for such forfeitures.

1884.
Rev. 1888, §3497.

General Penalty.

§ 3902. Penalty. Every person who shall violate any provision of this title, for which no other penalty is prescribed or provision made, shall be fined not more than five hundred dollars.

Rev. 1888, §3607.

TITLE THIRTY.— CHAPTER 226.

§ 4034. Deeds of railroad companies. Whenever any railroad company shall make and properly execute a deed in fee simple of any lands, which said company has derived by purchase, said deed shall effectually convey the title to said lands to the absolute use of the grantee.

1875.
Rev. 1888, §2959.

§ 4047. No right to railroad or canal land by adverse possession. If the owner or occupant of any land adjoining any railroad or canal has, since the tenth of June, 1831, taken, or shall take, into his enclosure any part of the land belonging to said railroad or canal, as located and established, or since that time has erected, or shall erect, any building upon any such land, no adverse possession of the land so enclosed or built upon shall confer any title thereto.

1846.
Rev. 1888, §2971.

1905, ch. 1.

Railroad and railway companies. § 1. No length of possession, user, or occupancy of land belonging to a railroad or street railway corporation and used for its corporate purposes shall hereafter create or continue any right in or to such land.

§ 2. No length of possession, user, or occupancy by a railroad or street railway corporation of land belonging to another shall hereafter create or continue any right in or to such land.

TITLE THIRTY. — CHAPTER 230.

1886.
Rev. 1888, §2274.

§ 4068. **Use of barbed wire regulated.** No barbed wire shall be used within five feet of the ground along any sidewalk or public highway, without the written consent of a majority of the selectmen of the town, the members of the common council of the city, or the warden and burgesses of the borough, in which such sidewalk or highway is situated.

1899, ch. 126. f

§ 4069. **Barbed wire between adjoining premises.** No person or corporation shall use barbed wire in the construction of fences, or have barbed wire upon existing fences, between their own premises and those of an adjoining proprietor, within twenty-five rods of any house or barn belonging to such proprietor, without first obtaining his written consent. Every person or corporation violating any provision of this section shall be fined not more than one hundred dollars.

1889, ch. 143.
1897, ch. 52.

§ 4070. **Use of barbed wire prohibited.** No barbed wire shall be used in the construction of fences, or retained upon existing fences, connected with or enclosing the grounds of any public school or public building. Every person who shall violate any provision of this section shall be fined not more than one hundred dollars.

TITLE THIRTY-ONE. — CHAPTER 232.

1880.
Rev. 1888, §1988.

§ 4117. **Unclaimed damages for land taken to be paid to state treasurer.** When land shall be taken for railroad purposes, or for any other use public in its character, and the amount found due by the court as damages for taking said land shall be deposited with a county treasurer for the use of the owner of the land so taken, and such deposit shall not be claimed

and taken by the owner thereof for the term of three years from the time such deposit is made, it shall be the duty of the county treasurer to pay such deposit to the treasurer of the state, to be by him kept for the persons owning the same, their heirs and assigns; and such payment shall be a discharge to said county treasurer of any liability for such deposit.

TITLE THIRTY-TWO. — CHAPTER 233.

§ 4140. Lien on railroad for services or materials in construction. If any person shall have a claim for materials furnished or services rendered for the construction of any railroad, or any of its appurtenances, under any contract with or approved by the corporation owning or managing it, such railroad shall, with its real estate, right of way, material, equipment, rolling stock, and franchises, be subject to the payment of such claim; and said claim shall be a lien on said railroad, railroad property, and franchises, and such lien shall be asserted, perfected, and foreclosed in all respects in accordance with the provisions of §§ 4136, 4137, 4138, and 4139, except that the certificates of the lien and of its discharge shall be filed in the office of the secretary of state, who shall record them in a book kept for that purpose.

1871.
Rev. 1888, §3022.

Board of Civil Engineers. § 1. The powers and duties heretofore exercised by the civil engineer member of the board of railroad commissioners concerning the appointment of members of the board of civil engineers shall be exercised by the commissioner of rivers, harbors, and bridges who is a civil engineer, and said commissioner, together with one civil engineer residing in each congressional district, to be appointed by him, shall constitute said board of civil engineers.

1911, ch. 231.

§ 2. This act shall take effect from its passage.

Hours of labor of telegraph operators and train dispatchers limited. § 1. It shall be unlawful for any person, persons, corporation or receiver operating a line of railroad wholly or partly within this state, or any officer, agent, or representative of such corporation or receiver, to require or permit any telegraph or telephone operator, who spaces trains by the use of the telegraph or telephone, under what is known and termed the "block system," defined as follows: reporting trains

1907, ch. 242.

to another office or officers, or to a train dispatcher operating one or more trains under signals, and telegraph or telephone levermen who manipulate interlocking machines in railroad yards or on main tracks out in the lines connecting side-tracks or switches, or train dispatchers in its service whose duties substantially, as hereinbefore set forth, pertain to the movement of cars, engines, or trains on its railroad by the use of the telegraph or telephone in dispatching or reporting trains or receiving or transmitting train orders, as interpreted in this section, to be on duty for more than eight hours in a day of twenty-four hours, and it is hereby declared that eight hours shall constitute a day of employment for all laborers or employees engaged in the kind of labor aforesaid; provided, that at stations that are kept open only during the daytime, where only one telegraph or telephone operator is employed, such operator may work twelve hours in a day of twenty-four hours, and that the hours of service of telegraph or telephone operators, as interpreted in this section, shall be consecutive, including one meal hour; and provided, further, that in case of sickness, death, wrecks, or washouts, telegraph or telephone operators may be held on duty not to exceed sixteen hours in a day of twenty-four hours.

Penalty. § 2. Any person or persons, company, or corporation who shall violate any of the provisions of the preceding section shall, on conviction, be fined not more than one thousand dollars.

§ 3. This act shall take effect January 1, 1908.

TITLE FIFTY-EIGHT. — CHAPTER 285.

1893, ch. 119, §1.

§ 4866. Conditional sale of railway equipment to be recorded. In any contract for the sale of railroad or street railway equipment, or rolling stock, it shall be lawful to agree that the title to the property sold, or contracted to be sold, although possession thereof may be delivered immediately or at any time or times subsequently, shall not vest in the vendee until the purchase price shall be fully paid, or that the vendor shall have and retain a lien thereon for the unpaid purchase money. In any contract for the leasing or hiring of such property, it shall be lawful to stipulate for a conditional sale thereof, at the termination of such contract, and that the rentals or amounts to

§ 4866. Cited 62 C. 435.

be received under such contract may, as paid, be applied and treated as purchase money, and that the title to the property shall not vest in the lessee or bailee until the purchase price shall have been paid in full, and until the terms of the contract shall have been fully performed, notwithstanding delivery to and possession by such lessee or bailee; *provided* that no such contract shall be valid as against any subsequent attaching creditor, or any subsequent *bona fide* purchaser for value and without notice, unless the same be evidenced by an instrument executed and duly acknowledged by the parties thereto before some person authorized by law to take acknowledgment of deeds, and in the same manner as deeds are acknowledged, and duly recorded in the office of the secretary of state, nor unless each locomotive engine, or car, so sold, leased, or hired, or contracted to be sold, leased, or hired, as aforesaid, shall have the name of the vendor, lessor, or bailor, plainly marked on each side thereof, followed by the word "owner," or "lessor," or "bailor," as the case may be.

An Act Concerning Corporations.

PART I.

GENERAL PROVISIONS.

§ 1. **Application.** The provisions of this part shall apply to all corporations heretofore and hereafter organized under any general or special law of this state, except when otherwise expressly stated, but shall not be held or construed to alter or affect any provision of any special charter inconsistent herewith, except as provided in section 37 of this act.

1903, ch. 194.

§ 2. **Name and location.** The name of every corporation hereafter formed shall be such as to distinguish it from any other corporation organized under the laws of this state and from any other corporation engaged in the same business or promoting or carrying out the same purposes in this state, and every such name shall begin with "The" and end with "Company" or "Corporation," or have the word "Incorporated" immediately after or under the name. Every corporation shall be located in some town in this state.

§ 3. **General powers.** Every corporation shall have power, subject to such provisions and limitations as may be contained in its charter, certificate of incorporation, articles

of association, or in any statute affecting it: (1) To have succession by its corporate name for the time stated in its charter, certificate of incorporation, or articles of association, and, when no period is limited, perpetually: (2) To sue and be sued and complain and defend in any court: (3) To make and use a common seal and alter the same at pleasure: (4) To hold, purchase, sell, and convey such real and personal estate as the purposes of such corporation shall require, and all other property which shall have been in good faith mortgaged or conveyed to it by way of security or in satisfaction of debts or by purchase at sales upon judgments or decrees obtained for such debts: (5) To elect or appoint, in such manner as it may determine, all necessary or proper officers and agents and to fix their compensation and define their powers and duties: (6) To make by-laws, consistent with law, fixing the number of its directors and for its government, the regulation of its affairs, and the management of its property: (7) To wind up and dissolve itself, or to be wound up and dissolved, in the manner provided by law.

§ 4. Power to transact business outside the state.

Every corporation organized under the provisions of this act, and every corporation heretofore or hereafter organized under any general or special law of this state, shall have power, subject to the limitations of its charter, certificate of incorporation, articles of association, or any statute affecting it, to carry on business in any state or territory of the United States, or in any foreign country, if not prohibited by the laws of such state or territory or foreign country.

§ 5. Dividends restricted. No corporation shall pay any dividend or make any other distribution of its assets except from its net profits or actual surplus, unless in accordance with the law allowing the reduction of stock, or upon the dissolution of the corporation. The secretary shall enter the name of every director voting for any dividend, or any other distribution of the assets, upon the records of the corporation. Every director voting for a dividend or other distribution of assets in violation of this section shall be fined not more than five hundred dollars. If such payment or distribution renders a corporation insolvent, the directors so

voting shall be jointly and severally liable, to the amount so paid or distributed, to any creditors existing at the date of such vote who shall obtain judgment against such corporation on which execution shall be returned unsatisfied. No such dividend shall be paid or distribution made unless duly voted by the directors of the corporation.

§ 6. Liability for causing insolvency by reducing stock. In case the reduction of the capital stock of any corporation shall render it insolvent, at the time of such reduction, the stockholders voting in favor of such reduction shall be jointly and severally liable, to the amount of such reduction, for all debts of the corporation existing at the time of such vote, after judgment has been obtained against the corporation and execution has been returned unsatisfied. The records of the corporation shall show the name of every stockholder voting in favor of such reduction. No such reduction shall be valid unless the names of the assenting stockholders appear of record as aforesaid, nor unless, within thirty days from the date of the vote authorizing such reduction, a copy of the certificate filed in the office of the secretary of the state shall be published twice a week for two successive weeks in a newspaper published in this state and having a circulation in the town in which such corporation is located.

§ 7. New certificates. The directors, after a reduction of capital stock, may require each stockholder to return his old certificate, and upon the return thereof shall issue a new certificate for the number of shares to which he is entitled after the reduction; and such corporation, after such reduction, may increase its capital stock to any amount authorized in its charter, certificate of incorporation, articles of association, or in any statute affecting it.

§ 8. Loans to officers restricted. No officer or director of any manufacturing corporation shall borrow any of the funds of the corporation or use the same for any purpose other than the business of the corporation without paying interest to such corporation for the use of such money, and without a majority vote of all the directors of such corporation and without furnishing adequate security for such loan.

§ 9. Profits may be shared with employees. Any corporation organized after May thirty-first, 1886, may by its board of directors distribute to the persons employed in its service, or any of them, such portion of the profits of its business as said board may deem just and proper. Any corporation organized on or prior to May thirty-first, 1886, may give to its board of directors the power to make such distribution by a majority vote of all the stockholders at a meeting warned and held for the purpose.

§ 10. Directors. The property and affairs of every corporation having a capital stock shall be managed by three or more directors, except that the charter of a specially chartered corporation may provide otherwise. Such directors shall be stockholders, except as hereinafter provided, and shall be chosen annually by the stockholders at such time and place as may be provided by the by-laws, and shall hold office for one year and until others are chosen and qualified in their stead; but the original or amended certificate of incorporation of any corporation to which the Corporation Act of 1901 now applies may provide for the classification of the directors, either as to their term of office, or as to their election by one or more classes of stockholders exclusively, or both; provided, that no director shall be elected for a shorter term than one year nor for a longer term than five years and the classification shall be such that the term of one or more classes shall expire each succeeding year. The directors or trustees of any corporation, or the governing board of any corporation having no directors or trustees, may fill any vacancy in their own number for the unexpired portion of the term or until such corporation shall fill such vacancy. A majority of the directors shall constitute a quorum for the transaction of business unless it is provided in a by-law adopted by a stockholders' meeting that less than a majority shall constitute a quorum. The board of directors of any corporation, by the affirmative vote of a majority of the whole board, may appoint from the directors an executive committee and such other committees as they may deem judicious, and, to such extent as shall be provided in the by-laws, may delegate to such committees any of the powers of the board of directors. If any corporation holds any stock in any other corporation,

one director or executive officer of the corporation holding the stock as aforesaid may be chosen director of such other corporation whether he is a stockholder in such other corporation or not, but not more than one director or executive officer of the corporation holding the stock shall be a director in the other corporation unless eligible as a stockholder therein. At least once in each year the directors of every corporation shall make a full and detailed report of the financial condition of the corporation to its stockholders, which report shall be filed with the treasurer of the corporation, or, if there be no such officer, with the president, and be subject to the inspection of the stockholders at all reasonable times. Such report shall contain a statement of the number of shares of stock and the amount of other securities issued by any other corporation and owned by the corporation making the report, with the name and location of such other corporations. Subject to the by-laws adopted by the stockholders, the directors of any corporation may make and alter by-laws.

§ 11. Corporation may acquire its own stock. Any corporation not prohibited by any provision in its charter, articles of association, or certificate of incorporation or by any general law, except a bank, trust company, or life insurance company, may acquire, purchase, and hold the stock or securities of any other corporation. Any such corporation, except a bank, trust company, or life insurance company, may acquire, purchase, and hold its own stock. No corporation shall acquire, purchase, and hold its own stock unless to prevent loss upon a debt previously contracted, except with the approval of stockholders owning three-fourths of its entire outstanding capital stock given at a stockholders' meeting warned and held for the purpose; and such corporation shall not vote upon shares of its own stock. No corporation shall purchase any of its own stock when it is insolvent, or by such purchase render itself immediately insolvent. If any corporation shall purchase its own stock when it is insolvent, or so render itself immediately insolvent, the directors assenting to such purchase shall be personally liable for any debts of such corporation existing at the time of such purchase. The president and treasurer of every corporation acquiring its own stock under the provisions of this section shall, within six months thereafter, make, sign, and swear to

and file in the office of the secretary of the state a certificate stating the number of shares of its own stock so acquired, and the secretary shall thereupon record such certificate in a book kept by him for that purpose.

§ 12. Receipts for payment of stock subscriptions; directors' liability. No corporation shall issue any certificates for stock until the stock has been subscribed and paid for in full. The treasurer of such corporation shall issue and deliver to each subscriber a receipt, countersigned by the secretary and under the corporate seal, stating the amount such subscriber has paid on his subscription, and the number of shares of full paid and non-assessable stock for which he or his transferee, upon the payment of the balance due upon his said subscription, will be entitled to receive a certificate. Said officers shall enter upon such receipt the dates and amounts of all subsequent payments. The persons to whom such receipts are issued shall be deemed to be stockholders. If any stock shall be paid for otherwise than in cash, a majority of the directors shall make and sign upon the record book of the corporation a statement showing particularly of what the property received in payment for stock subscriptions consists, and that it has an actual value equal to the amount for which it is so received. The judgment of the directors as to the value of property accepted in payment of stock shall be final; but the directors concurring in the judgment of such value, in case of fraud in the over-valuation of such property, shall be jointly and severally liable to the corporation for the amount of the difference between the actual value of any property so accepted in payment at the time of such acceptance, and the amount for which it is received in payment. The secretary shall keep a record of the names of the directors concurring in such judgment of value.

§ 13. Calls for stock subscriptions. The directors of every corporation may call in the subscriptions to its capital stock by instalments in such proportion and at such times and places as they think proper, provided they give its subscribers or stockholders such notice as the by-laws provide, or, in the absence of such provision, such notice as they deem reasonable, of the amount of such instalments and the time when they are payable.

§ 14. Stock subscriptions not made in good faith.

When any commissioners or incorporators authorized to receive subscriptions to the capital stock of any corporation shall be satisfied that any subscription is not made in good faith, they shall disallow it, and return to the person subscribing such instalment as has been paid by him.

§ 15. Stock certificates. Upon payment in full for his stock and the surrender of treasurer's receipts, if any, each stockholder shall be entitled to a certificate under the seal of the corporation, which shall be signed by the president or vice-president and by the secretary or assistant secretary or the treasurer or assistant treasurer, certifying the number of shares owned by him in such corporation.

§ 16. Stockholders' liability. Every stockholder, whether an original subscriber or not, shall be liable for any balance due on the stock held by him. If a corporation is placed in the hands of a receiver or a trustee in insolvency or bankruptcy, such receiver or trustee shall have the powers of the board of directors in calling in instalments on stock. If a creditor of a corporation shall obtain a judgment against it, and execution thereon shall be returned unsatisfied, such creditor may recover from any stockholder in such corporation the balance remaining due and unpaid on any stock held by him, so far as may be necessary to satisfy the debt. No subscriber for or holder of stock shall be liable as such for any payment of such stock, or for any debt of the corporation, after the par value of his stock has been paid.

§ 17. Fractional shares or rights. No certificate for fractions of shares shall be issued. Whenever fractional rights result from an increase or reduction of capital stock and the stockholders fail to combine the same by purchase or sale, the directors shall, after due notice, sell such rights to the highest bidder and issue proper certificates therefor.

§ 18. Stock books. At least three days before every stockholders' meeting, a complete list of the stockholders entitled to vote, arranged in alphabetical order, shall be prepared by the directors. Such lists shall be open to inspection by any stockholder at the time and place of the meeting. Upon the neglect or refusal of the directors to produce such

list at any meeting, they shall be ineligible for election as directors or to any office in such corporation for one year thereafter. The stock ledger, if there be one, otherwise the transfer books of the corporation, shall be *prima facie* evidence as to who are stockholders. The original or duplicate books of any corporation in which the transfers of stock shall be registered, and the original or duplicate books containing the names and addresses of the stockholders and the number of shares held by them respectively, shall, at all times during the usual hours of business, be open to the examination of every stockholder at its principal office or place of business in this state, and such original or duplicate books shall be evidence in all courts of this state.

§ 19. Lost certificates. Every corporation may issue a new certificate of stock, or treasurer's receipt for payment on subscription for stock, in place of any certificate or receipt issued by it which is claimed to have been lost or destroyed, and the directors may, in their discretion, require the owner of a lost or destroyed certificate or receipt, or his legal representatives, to give bond to the corporation in such sum as the directors may direct, not exceeding twice the value of the stock or receipt, to indemnify the corporation against any claim that may be made against it on account of the issue of such new certificate or receipt; and a new certificate or receipt may be issued without requiring any bond when, in the judgment of the directors, no bond is necessary. The superior court in the county wherein such corporation is located shall, for due cause shown, upon complaint of the owner of a lost or destroyed certificate or treasurer's receipt, order the delivery to him by said directors of a new certificate or receipt in lieu thereof, and may require a proper bond for the protection of the corporation and of any person who may be interested in the lost certificate or receipt.

§ 20. Pledge of stock. Shares of stock in any corporation organized under the laws of this state or of the United States, or treasurer's receipts for payment on subscription to the stock of any corporation organized under the laws of this state, may be pledged by delivering the certificate of such stock or such receipt to the pledgee, with a power of attorney for its transfer; but no such pledge shall be

effectual to hold such stock against any person other than the pledgor, his executor, or administrator, unless there shall be an actual transfer of the same upon the books of the corporation, or unless a copy of such power of attorney shall be filed with the corporation.

§ 21. Stock transfer; corporation lien. The stock of every corporation, except when otherwise provided in the charter of a specially chartered corporation, shall be personal property, and, with the treasurer's receipt for payments on stock subscriptions, shall be transferable only on its books in such form as the by-laws shall prescribe. Whenever any transfer of stock shall be made for collateral security, the entry of the transfer on the books of the corporation shall state that it is made for collateral security. Every corporation shall at all times have a lien upon all of its stock owned by any person for all debts, including instalments duly called in, due to it from him, and may sell the debtor's interest in said stock, or in so much thereof as may be necessary to discharge such indebtedness and the expense of such sale, at public auction at any time after the debt secured thereby becomes due and payable, upon giving to the stockholder, his executor, or administrator, and if there be none, his heir-at-law, a written notice, by mail, of at least twenty days and advertising such sale at least twice in a newspaper of this state having a circulation in the town where such corporation is located, not less than one week prior to the date of sale. Any surplus arising from such sale shall be paid to the stockholder.

§ 22. Calls for meetings; changes in by-laws. All stockholders' meetings shall be held in this state and, except the first, at such time and place as shall be provided in the by-laws. A written or printed notice of every such meeting, stating the day, hour, and place thereof, shall be given by the president or secretary to each stockholder, by leaving such notice with him or at his residence or usual place of business, or by mailing it to him at his last known post office address, at least five days before such meeting. At any such meeting by-laws may be adopted, or the by-laws previously adopted may be altered or repealed. No by-law shall be adopted, and

no existing by-law shall be amended or repealed, unless written notice of such proposed action shall have been given in the call for the meeting at which such adoption, amendment, or repeal is to be acted upon.

§ 23. Special meetings how called; waiver. The president of every corporation may, and upon the written request of three or more members of a corporation having no capital stock, or of one or more stockholders holding at least one-tenth of the capital stock of a corporation having capital stock, shall, call a special stockholders' meeting and cause legal notice thereof to be given. In case of the neglect or refusal of the president to call a meeting on such request, such stockholders may call the same. Whenever under any of the provisions of this act a corporation is authorized to take any action after notice to its stockholders or after the lapse of a prescribed period of time, such action may be taken without notice and without the lapse of any period of time if such action be authorized and such requirements be waived in writing by every stockholder of such corporation or by his attorney thereto authorized.

§ 24. Failure to hold meeting or elect officers. Whenever any corporation shall have failed to hold its annual meeting or to elect officers thereat, and no provision is contained in its charter, articles of association, certificate of incorporation, or by-laws, or is made by law, otherwise than is provided in this section for such contingency, the officers of such corporation shall hold office until others shall be chosen in their stead, and a special or annual meeting may be called by the persons whose duty it is to call the annual meeting, or, on the neglect or refusal of such persons, by not less than three of the members of a corporation having no capital stock, or by the holders of one-tenth of the capital stock of corporations having capital stock, by giving in writing such notice as is required in calling the annual meeting, and at such meeting the necessary officers may be elected, and the failure aforesaid shall not impair the rights of such corporation. Nothing in this section shall revive any corporation whose powers may have expired for any cause other than that hereinbefore named or any corporation which in fact shall have abandoned and ceased to exercise its powers and franchises.

§ 25. **Stockholders' vote; proxies.** At all stockholders' meetings stockholders may vote in person or by an attorney duly authorized by a written power. Every share of stock shall entitle the holder thereof to one vote except when otherwise provided in its charter or certificate of incorporation or in any statute affecting it, and persons holding stock in a fiduciary capacity and pledgors of stock shown to be such by the record of transfer shall have the same voting rights upon shares of stock so held as any holder of such shares would have, except that pledgors in the transfer of stock may expressly empower the pledgees to vote thereon. No proxy hereafter made shall be valid after the expiration of eleven months from the date of its execution.

§ 26. **Receivership of corporation.** Whenever any corporation having a capital stock has wilfully violated its charter or exceeded its powers, or whenever there has been any fraud, collusion, or gross mismanagement in the conduct or control of such corporation, or whenever its assets are in danger of waste through attachment, litigation, or otherwise, or such corporation has abandoned its business and has neglected to wind up its affairs and to distribute its assets within a reasonable time, or whenever its stockholders or directors have voted to discontinue its business, or whenever any good and sufficient reason exists for the dissolution of such corporation, any stockholder or stockholders owning not less than one-tenth of its capital stock or, in the case of a corporation not having capital stock, any member of such corporation may apply to the superior court in the county wherein such corporation is located, for the dissolution of such corporation and the appointment of a receiver to wind up its affairs. Such court may, if it finds that sufficient cause exists, appoint one or more receivers to wind up the business of such corporation, and may at any time, for sufficient cause shown, make a decree dissolving such corporation and terminating its corporate existence. Whenever such decree of dissolution is passed, it shall be the duty of the receiver or receivers to cause a certified copy thereof to be filed in the office of the secretary of the state, and said secretary shall thereupon record such certified copy in a book kept by him for that purpose. Such court, in every case in which it appoints a receiver, shall by its order limit a time, which

shall not be less than four months from the date of such order, within which all claims against such corporation shall be presented, and all claims not presented within such time shall be forever barred. When such receivership shall be terminated by the court, the receiver or receivers shall file with the secretary of the state a certificate similar to the final certificate required of directors in section 34 of this act, and said secretary shall thereupon record such certificate in a book kept by him for that purpose.

§ 27. **Sale of property and franchises.** Said court may, in its discretion, in lieu of decreeing the dissolution of such corporation, order the receiver to sell its property and franchises; and the purchaser thereof shall succeed to all of the rights and privileges of such corporation, and may reorganize the same under the direction of said court. At any sale of such property at public auction, the court may, in its discretion, authorize the receiver to accept in payment duly allowed claims against such corporation, at a proper valuation.

§ 28. **Appraisal and purchase of minority stock interest.** Whenever a stockholder or stockholders holding not less than one-tenth of the whole amount of the capital stock of any corporation shall petition for its dissolution and the appointment of a receiver, pursuant to section 26 of this act, any other stockholder or stockholders may apply to said court for a valuation of the stock held by the petitioner by an appraiser to be appointed by the court. Said court may, for sufficient cause shown, appoint one or more persons to appraise such stock, who shall forthwith hear the parties interested, determine the value of the petitioner's stock, and file the appraisal with the clerk of said court. Said clerk shall at once give written notice to the parties interested that such appraisal has been filed, and, within ten days after the giving of such notice, the applicant for an appraisal shall file with said clerk a writing stating whether he elects to buy the petitioner's stock at the appraisal, and, if he does elect to buy it, he shall at the same time deposit the amount of such appraisal in money, or certified check, with said clerk, who shall forthwith notify the petitioner of the filing of such election and of the deposit. If such deposit is made as pro-

vided herein, said petition for a dissolution of the corporation and the appointment of a receiver shall be dismissed upon motion of such depositor. Such deposit shall be paid over to the petitioner by the clerk, on receipt of the certificates of his stock duly indorsed for transfer, to be delivered to the depositor. If such certificates are not so indorsed and received within thirty days from the time of such deposit, the money or check shall be returned to the depositor. If the applicant for appraisal shall fail to make such deposit, said action may proceed to final judgment. The expenses of the appraisal shall be taxed by the court, and shall be paid by the stockholders applying for such appraisal, if they fail to deposit the amount of the appraisal required as aforesaid, but otherwise shall be taxed against the corporation and added to the final costs in the case.

§ 29. Voluntary dissolution after commencing business. Whenever the directors of a corporation shall vote to terminate its corporate existence, they shall forthwith call a special meeting of the stockholders, to be held not less than thirty nor more than forty days from the date of such call. Such call shall contain a copy of such vote and shall be published once a week for four weeks next preceding such meeting, in a newspaper of this state having a circulation in the town where such corporation is located, and a copy thereof shall be sent by mail to the last known address of each stockholder. If, at such meeting of the stockholders, three-fourths in interest of each class of stock issued shall vote to confirm such vote of the directors, the directors shall proceed forthwith to wind up the affairs of such corporation. If every stockholder shall sign and acknowledge, before an officer authorized to take acknowledgments of deeds, an agreement among stockholders that the corporate existence of such corporation shall be terminated, the vote of the directors and the confirming vote of the stockholders aforesaid may be dispensed with.

§ 30. Directors trustees to wind up business. The directors of a corporation whose existence is to be terminated pursuant to the vote or assent of its stockholders, as provided in section 29 of this act, shall be trustees to close up the business of such corporation. They shall forthwith prepare

an inventory of its assets, make a list of its creditors with the amounts due to each, and collect its bills and accounts receivable. They shall, within two weeks after the date of the stockholders' vote of confirmation or agreement to dissolve the corporation, send a written notice of the proposed dissolution to every known creditor of such corporation warning him to present his claim and stating to whom and at what place such claim may be presented. They shall in such notice limit the time within which such claims shall be presented, which shall not be less than four months after the date of such stockholders' vote or agreement. They shall also publish, in some newspaper published in this state and having a circulation in the town where such corporation is located, a copy of such notice. Within one year from the date of such stockholders' vote or agreement the trustees shall sell all of the property of such corporation except money and uncollected accounts in litigation, at private sale or public auction. As soon as practicable, the trustees shall pay, in full or *pro rata*, all claims against such corporation which have been allowed by them or which may be found to be due by any proper tribunal and shall distribute the balance of the assets, if any, among the stockholders of such corporation.

§ 31. Application to the court. Such trustees may, in their discretion, bring their application to the superior court for the county within which such corporation is located, or to any judge of the superior court when such court is not in session, setting forth the facts of such proposed dissolution and praying the court, or such judge, to limit a period within which all claims against such corporations must be presented, and such court or judge may make an order limiting the time within which claims must be presented, which shall not be less than four months from the date of such order. Such trustees shall proceed to wind up the affairs of the corporation, in accordance with the provisions of section 30 of this act, under the direction of the court in the same manner as if they were receivers. The court may, for cause shown, extend the period within which the trustees shall sell the property of the corporation.

§ 32. When claims shall be barred. All claims not presented within the time limit in accordance with the pro-

visions of sections 30 and 31 of this act shall be barred and any claim so presented and disallowed by such trustees shall be barred unless the owner thereof shall commence an action to enforce the same within four months after such trustees shall have given him written notice of its rejection.

§ 33. Creditors not to interfere with control of property. No creditor shall, by attachment or by any process or proceeding, interfere with the custody, control, or disposition of the property of the corporation by its directors acting as trustees for the winding up of the corporate affairs under the provisions of this act. But any creditor, pending such winding up, may apply to the superior court in the county in which the corporation is located, or to a judge thereof when such court is not actually in session, for the appointment of a receiver of such property on the ground of fraud, mismanagement, or incompetency of such trustees, and such court or judge, upon finding that such trustees are incompetent or have been guilty of fraud or mismanagement in the discharge of their duties, shall appoint such receiver and the powers of such trustees shall thereupon terminate. But nothing herein contained shall prevent any person from establishing any claim against such corporation by an action at law, or shall prevent the foreclosure of any lien or mortgage existing at the time of such vote or assent to dissolve.

§ 34. Certificates concerning dissolution. Whenever the stockholders shall by vote or written assent agree to the dissolution of a corporation, a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate that such stockholders' vote has been duly passed or such assent duly given, and stating the address to which all claims against such corporation may be sent, and such secretary shall thereupon record such certificate in a book kept by him for that purpose. When the directors have completed their duties as trustees as aforesaid, a majority of them shall make, sign, and swear to and file in the office of the secretary of the state a further certificate stating that the directors have completed their duties in winding up the affairs of such corporation and have sold or collected all of its assets and distributed the same, stating the manner

of such distribution. The secretary shall examine the same, and, if he finds that it conforms to law, shall indorse thereon the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose. When such certificate has been approved by the secretary, the existence of such corporation shall terminate.

§ 35. Certificate when corporate existence ends by limitation. When the existence of a corporation terminates by limitation, a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate setting forth the facts as to such termination and stating the manner in which its affairs are to be wound up and the name and address of the person to whom claims may be presented by creditors of such corporation. The secretary shall thereupon record the same in a book kept by him for that purpose.

§ 36. Corporate existence to be continued for certain purposes. All corporations, whether they expire by their own limitation or are dissolved by voluntary action, by decree of court, or by act of the general assembly, shall continue so far as may be necessary to enable them to prosecute and defend suits by or against them, to close up their affairs, dispose of their property, and distribute their assets.

§ 37. Annual reports. The president and treasurer of every corporation having capital stock, except banks, trust companies, insurance and surety companies, railroad or street railway companies, express companies, building and loan associations, and investment companies, shall, annually, on or before the fifteenth day of February or August, make, sign, and swear to and file in the office of the secretary of the state a certificate setting forth as of the first day of January or July immediately preceding: (1) The name, residence, and post-office address of each of its officers and directors: (2) The amount of its outstanding capital stock which has not been paid for in full, with the amount due thereon: (3) The location of its principal office in this state, with the street and number, if any there be, and the name of the agent or person in charge thereof upon whom process against the

corporation may be served. The secretary shall thereupon record such certificate in a book kept by him for that purpose, and shall furnish a certified copy of such certificate to the persons filing the same, who shall forthwith cause such certified copy to be recorded in the office of the town clerk of the town in which such corporation is located, and said town clerk shall record the same in a book kept by him for that purpose. On the fifteenth day of March and September the town clerks of the several towns shall report to the secretary of the state the names of all corporations whose annual returns have been filed for record during the preceding six months, in accordance with the provisions of this section, and the secretary shall report to the attorney-general, every six months, the names of all corporations which have failed to comply with the provisions of this section, and the attorney-general shall collect all forfeitures due under this section. Every corporation whose officers shall fail to comply with the requirements of this section shall forfeit to the state one hundred dollars for each failure.

Annual report may be signed by secretary instead of president, when. Whenever, by reason of absence, disability, or a vacancy existing in the office, the president of any corporation is unable to make, sign, and swear to the annual report provided for in section thirty-seven of chapter 194 of the public acts of 1903, such report may be signed and sworn to by the secretary of such corporation instead of by the president thereof; provided, however, that the secretary and treasurer be not the same person.

1907, ch. 27.

§ 38. Annual returns by express companies; penalty. Every corporation doing business in this state as an express company shall, on the first day of January of each year, file in the office of the secretary of the state a statement of the amount of its capital stock, the amount actually paid thereon in cash, the time when said stock was issued, the amount of its real estate, the place where such real estate is located and its cost and present value, the amount of personal estate held by the company and its cash value, the amount of bills, notes, bonds, or other commercial security held by the company and their value, the amount of loans and discount of the funds of

the company to its officers within the year last past, the amount of its capital stock purchased and sold by it or its officers and agents for its use, the amounts paid within the year last past for permanent betterments of its real estate and improvements of equipment of its business, the gross amount of its receipts and disbursements within said year, the amount of surplus cash on hand during each month of said year, the amount of dividends paid in the same time, and the amount of its assets and liabilities. Every such corporation which shall fail to file such return for one month after said first day of January shall, for every month of such neglect thereafter, forfeit one thousand dollars to the state.

§ 39. Information for creditor. Every person having charge of the stock books of any corporation shall furnish information as to the number of shares held by any stockholder in such corporation to any applicant who shall furnish the person in charge of such books with an affidavit that the applicant is a creditor of such stockholder. Any person in charge of books as aforesaid refusing to give such information shall be fined not more than one hundred dollars.

§ 40. Investment companies; bond issue limited. Whenever the board of directors of any corporation organized for the purpose of lending money on real estate security, and issuing, negotiating, guaranteeing, and dealing in bonds and mortgage securities, shall vote that said corporation shall never issue and have outstanding at any one time bonds exceeding a certain amount specified in such vote, and said vote shall be ratified and approved by a vote of the stockholders of said corporation, a copy of such votes of the directors and stockholders, certified by the secretary and attested by the president and a majority of the directors, may be filed for record in the office of the secretary of the state, and thereafter said vote shall be a perpetual limitation upon the powers of such corporation.

§ 41. Supervision of investment companies; guaranty limited. Every corporation which has power to or does sell or negotiate its own choses in action, or sell, guarantee, or negotiate the choses in action of other persons or corporations

as investments, shall be under the supervision of the commissioner on building and loan associations and subject in that particular to all the laws relating to the examination and report of banks, savings banks, and trust companies. Said commissioner, in his annual report, shall clearly describe the various classes of assets and liabilities of each, and state any special provision which has been made for the payment of such liabilities. No corporation doing business as aforesaid shall guarantee, by endorsement or otherwise, debenture bonds secured by loans upon real estate to an amount exceeding ten times the amount of the capital stock paid up in cash and the cash surplus of said corporation.

§ 42. Collection of taxes on shares. When any corporation has power to impose a tax on its stock, it may appoint a collector thereof, who shall receive from its treasurer a rate bill, and a warrant signed by any justice of the peace, directing such collector to collect the sums specified in such rate bill; and on neglect of any stockholder to pay the tax due from him within the time limited by such corporation, the collector may levy such warrant on his shares, or such part thereof as may be necessary to satisfy such tax and costs, and shall proceed therein in the manner provided by law for the collection of executions when levied on the shares of the capital stock of a corporation; and the fees of such collector shall be the same as are allowed to officers on executions.

§ 43. Alteration and repeal of charters. All acts creating or authorizing the organization of corporations or altering the charters of corporations, which have been or shall be passed by the general assembly, and all charters under which no corporation has been organized, shall be subject to alteration, amendment, and repeal at the pleasure of the general assembly, unless otherwise expressly provided in such acts; but no such amendment or repeal shall impair any remedy against any such corporation or against its officers, directors, or stockholders, for any liability which shall have been previously incurred; and all such amendments shall apply to every corporation except in so far as is otherwise expressly provided.

§ 44. Forms for certificates. The secretary of the state shall prepare forms for the several certificates and returns required by this act.

§ 45. Penalty for violation of this act. Every person who shall violate any of the provisions of this act, for which no penalty or punishment is expressly prescribed, shall be fined not more than one thousand dollars.

PART II.

CORPORATION ORGANIZED UNDER SPECIAL CHARTER.

§ 46. Location not to be changed. No bank, savings bank, insurance company, or trust company shall change its location from one town to another except by an act of the general assembly.

1907, ch. 246.

Increase of capital stock. Every specially chartered corporation having power by law to increase its capital stock may from time to time so increase it by issuing additional shares of the same par value, under such limitations as to the amount issued and of every other nature whatsoever as may exist either in its charter or in any statute affecting it; provided, that, at a meeting of its stockholders warned and held for that purpose, such increase shall have been authorized by a vote of at least two-thirds of each class of stock issued and outstanding at the time of said vote, which vote shall state the amount of the increase so authorized; or provided, that, at a meeting of its stockholders held for that purpose, a written or printed notice of which stating the day, hour, place, and purpose thereof shall have been given by the president or secretary to each stockholder by leaving such notice with him or at his residence or usual place of business or by mailing such notice to him at his last known post office address at least thirty days before such meeting, such increase shall have been authorized by a vote of at least two thirds of each class of stock represented at such meeting. Before any such corporation shall issue any shares of such increased capital stock so voted, a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate setting forth the number of shares so voted and the par value thereof. The secretary shall examine the same, and if he shall find that it con-

forms to law and that all taxes have been paid in accordance with the provisions of section 57, shall endorse thereon the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose.

§ 48. **Stock preferred as to dividends.** Any specially chartered corporation, not engaged either in a trust, or other evidences of indebtedness, which has by law power to increase its capital stock, may so increase it by the issue of preferred stock, which shall be entitled to dividends of an agreed amount before any dividends are declared upon the stock already issued; and such dividends, if not paid in any one year, may be paid out of the earnings of subsequent years, if it be so provided in the vote authorizing such increase.

§ 49. **Stock preferred as to assets.** Any specially chartered corporation, having power under section 48 of this act to issue stock preferred as to dividends, may also issue stock preferred as to assets, the holders of which shall, in case of the winding up of the corporation, be paid up to the full par value of such preferred stock, out of the net assets available for distribution to stockholders, before the holders of other stock receive anything; and, if the holders of a majority of the common stock shall so vote, the holders of such preferred stock may be given the right to exchange such preferred stock for common stock, on such terms and conditions as may be determined by said vote; but the total capital stock of the corporation shall not be increased by such exchange.

§ 50. **Issue, how authorized.** No issue of preferred stock shall be made unless authorized at a meeting of the stockholders warned and held for that purpose, by a vote of stockholders holding not less than two-thirds of the stock of such corporation, which vote shall determine the amount of preferred stock so to be issued, the number and value of the shares thereof, the dividends to be paid thereon, whether the same shall be cumulative or not, and the terms of the preferment as to assets, if such preferment is made.

§ 51. Certificate of increase. No certificate for such preferred stock shall be issued until a majority of the directors have made, signed, and sworn to and filed in the office of the secretary of the state a certificate setting forth the increase of such capital stock, the number and value of such shares, the amount of the dividend to be paid thereon, whether the same is to be cumulative or not, and the terms of the preferment as to assets, if such preferment is made. The secretary shall thereupon record such certificate in a book kept by him for that purpose. The certificate required by this section shall be in addition to those required by law in relation to the increase of capital stock.

§ 52. Reduction of capital stock. Any specially chartered corporation may reduce its capital stock. No such reduction shall be valid unless approved by a vote of two-thirds of all outstanding stock of each class at a meeting of the stockholders warned and held for that purpose, nor unless a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate stating that the reduction has been duly approved by the stockholders and setting forth a copy of the vote of the stockholders, which vote shall show the details as to such reduction. The secretary shall record such certificate in a book kept by him for that purpose.

§ 53. Change of name by superior court. Any specially chartered corporation, having voted to change its corporate name, may apply to the superior court for the county in which it is located to have such change made, first giving notice of such intended application by advertisement for two weeks consecutively in a newspaper published in Hartford or New Haven and a newspaper, if there be one, published in the town in which the corporation is located; and said court may change said name as prayed for, and, upon filing for record in the office of the secretary of the state a certified copy of the order of the court, the name of such corporation shall be as decreed by said court; but no right existing at the time of such change in favor of or against such corporation shall be affected thereby. The secretary shall thereupon record such certified copy in a book kept by him for that purpose.

§ 54. Charter without organization void after two years. The charter of every specially chartered corporation, except as otherwise provided by law, shall be void, unless such corporation shall be organized and a certificate of such organization, sworn to by the president or secretary, or, if there be no such officers, by an officer having custody of the records of such corporation, shall be filed in the office of the secretary of the state within two years from the date of the approval of such charter. The secretary shall thereupon record such certificate in a book kept by him for that purpose. Any street railway company chartered by the general assembly at its January session, 1903, which has not already organized may comply with the provisions of section one of this act on or before July first, 1907.

§ 55. Acceptance and effect of charter amendment. When any amendment or alteration of the charter of any specially chartered corporation shall be made, if it be not otherwise specially provided in the resolution making such alteration or amendment, it shall not become operative unless, within six months after its passage, it shall be accepted at a meeting of such corporation warned and held for that purpose, nor unless, within said period, an attested copy of said acceptance shall be filed in the office of the secretary of the state, to be recorded by him in a book kept for that purpose; and such acceptance shall make the original charter and all resolutions amending and altering the same subject to amendment, alteration, and repeal, at the pleasure of the general assembly. If such amendment shall be made before the acceptance of the original charter, then such amendment may be accepted at the same time such original charter is accepted.

§ 56. Reports to general assembly. Corporations required to make reports to the general assembly shall make them during the first week of each regular session.

§ 57. Tax on stock issue authorized by special act; penalty. Before any bill or resolution creating a corporation having a capital stock shall be approved or become a law, there shall be paid to the state treasurer, in addition to the fees required by section 10 of the general statutes, a franchise tax of one dollar on each one thousand dollars of the

capital stock with which it is to be organized, but such tax shall in no case be less than fifty dollars. If such bill or resolution shall not be approved or become a law, the treasurer shall return the tax so paid. Whenever any specially chartered corporation shall vote to increase the amount of its capital stock in accordance with the provisions of this act or of any other general or special law affecting it, such corporation shall pay to the state treasurer, before any shares of such increased capital stock shall be issued, a further tax of one dollar on each one thousand dollars of the total increased capital stock so voted, but no additional franchise tax shall be required upon stock upon which the corporation has paid the full franchise tax required by the law in force at the time of such payment. Every officer of any corporation subject to any of the provisions of this section, who shall sign or issue any certificate of stock on which the tax imposed by this section has not been paid, shall be fined one thousand dollars, or imprisoned not more than two years, or both.

PART III.

THE CORPORATION ACT OF 1901.

§ 58. **Application.** The provisions of this part shall apply to all corporations formed under it and to all corporations heretofore organized under the joint stock law of this state or the corporation act of 1901, but shall not require the reorganization of corporations heretofore formed.

§ 59. **Powers.** Every corporation to which this part applies, in addition to all other powers granted by law, shall have power to mortgage its real and personal estate, including its franchises, and issue promissory notes, bonds, or other evidences of indebtedness. Such corporation may also issue one or more classes of stock.

§ 60. **Certificates.** Every certificate required by this part to be filed shall be signed and sworn to by the persons required to file it, and shall be filed in the office of the secretary of the state, who shall examine the same, and, if he shall find that it conforms to law and that all taxes which may be due upon the filing of the certificate under the provisions of section 61 of this act have been paid, shall indorse thereon

the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose. No act required to be set forth in any such certificate shall be valid until such certificate has been approved as aforesaid, but this provision shall not relieve the corporation, its officers, directors, or stockholders from any liability which might otherwise be enforceable against them or any of them, or invalidate any of the stock of such corporation in the hands of *bona fide* holders without notice. No such corporation shall commence business until a copy of the certificate required by section 63 hereof, duly certified by the secretary of the state, shall have been filed in the office of the town clerk of the town where said corporation is to be located; and said town clerk shall record the same in a book kept by him for that purpose.

§ 61. Tax on capital stock. Every such corporation, before its certificate of incorporation shall be approved by the secretary of the state, shall pay to the state treasurer fifty cents on every one thousand dollars of its authorized capital stock up to five million dollars; and it shall pay ten cents upon every one thousand dollars of its authorized capital stock in excess of five million dollars. Whenever any corporation organized under the provisions of this part, or under any former joint stock law of this state, shall increase the amount of its authorized capital stock, it shall pay to the state treasurer, before the certificate of increase shall be approved, fifty cents on each one thousand dollars of such authorized increase until it has paid on a total capital stock of five million dollars; and, upon any authorized increase of capital stock above five million dollars, it shall pay to the state treasurer ten cents on each one thousand dollars; but no payment under the provisions of this section shall be less than twenty-five dollars. Said payments shall be in lieu of all other taxes upon the franchise of the corporation, but shall not be in lieu of any tax imposed by law upon the property of the corporation or upon the shares of its stock in the hands of its stockholders.

§ 62. Formation. Any three or more persons may associate to form a corporation under this act for the trans-

action of any lawful business. Such corporation shall not have power, however, to transact in this state the business of a bank, savings bank, trust company, building and loan association, insurance company, surety or indemnity company, railroad or street railway company, telegraph or telephone company, gas, electric light, or water company, or of any company requiring the right to take and condemn lands or to occupy the public highways of this state, but shall have power to transact such business in any state or territory of the United States, or in any foreign country, if not prohibited by the laws of such state or territory or foreign country.

§ 63. **Certificate of incorporation.** The persons so associated shall file a certificate setting forth: (1) The name of the corporation: (2) The name of the town in this state in which the corporation is to be located: (3) The nature of the business to be transacted or the purposes to be promoted or carried out: (4) The amount of authorized capital stock, which shall not be less than two thousand dollars, the number of shares into which the same is divided, and the par value of each share, which shall not be less than twenty-five dollars, and if there be more than one class of stock, a description of the different classes with the terms on which they are respectively created: (5) The amount of capital stock with which the corporation shall commence business, which shall not be less than one thousand dollars; (6) The period, if any, limited for the duration of the corporation.

§ 64. **Certificate may contain additional provisions.** The certificate of incorporation may also contain any lawful provisions which the incorporators may choose to insert for the regulation of the business of the corporation, or for defining and regulating the powers of the corporation, its officers, directors, and stockholders or any class of stockholders.

§ 65. **Evidence of corporate existence.** Upon the approval of the certificate of incorporation by the secretary of the state, corporate existence shall begin. A copy of such certificate and approval, duly certified by the secretary of the state under his hand and the seal of the state, shall be *prima facie* evidence of the legal existence of any such corporation.

§ 66. **Power of incorporators.** After the approval of the certificate of incorporation as aforesaid and until the directors are elected, the incorporators shall have charge of the affairs of the corporation, and may take such steps as are necessary or proper to obtain subscriptions to its stock.

§ 67. **Call of first meeting; waiver.** A majority of the incorporators shall call the first meeting of the corporation, at such time and place as they may designate, by a notice published twice, at least seven days before the time designated, in a newspaper in this state having a circulation in the town in which the corporation is located; but such notice may be waived by a writing signed by all the subscribers to the capital stock and a majority of the incorporators, specifying time and place for said meeting, which waiver shall be recorded at length upon the records of the corporation.

§ 68. **Organization; adoption of by-laws.** At such meeting, including adjournments thereof, the subscribers for stock who are present in person or by attorney shall perfect an organization by the choice of a temporary clerk and the election by ballot of three or more directors who are subscribers for stock, and shall adopt by-laws for the regulation of the affairs of the corporation. Such subscribers may also transact any other business; provided, that due notice thereof has been given in the call for such meeting or has been expressly waived.

[SEC. 68b. Unless the certificate of organization required by section 69 is filed within two years after the filing of the certificate of incorporation, such certificate of incorporation shall be void. The provisions of this section shall apply to all certificates of incorporation, filed prior to the going into effect hereof, under which organization shall not have been perfected, and for the purpose hereof certificates of organization thereunder may be filed at any time within two years after this section shall go into effect. Chapter 267, Public Acts of 1905.]

§ 69. **Commencement of business; certificate of organization.** No such corporation shall commence business until the amount of capital specified in its certificate of incorporation as the amount of capital with which it will

commence business has been paid in; nor until its directors and officers have been duly elected and its by-laws adopted; nor until a majority of its directors have caused to be filed a certificate of organization setting forth: (1) The amount of each class of stock subscribed for: (2) The amount paid thereon in cash: (3) The amount paid thereon in property other than cash: (4) The amount paid on each share of stock which is not paid for in full: (5) The name, residence, and address of each of the original subscribers, with the number and class of shares subscribed for by each: (6) That the directors and officers of the corporation have been duly elected and its by-laws adopted: (7) The name, residence, and post office address of each of the officers and directors. [(8) The location of its principal office in this state, with the street and number, if any there be, and the name of the agent or person in charge thereof upon whom process against the corporation may be served.] A copy of such certificate, duly approved by the secretary of the state and certified under his hand and the seal of the state, shall be *prima facie* evidence that such corporation has been duly organized and is duly authorized to exercise all of its corporate powers.

§ 70. Officers. The directors of every corporation shall choose from among their number a president and shall appoint a treasurer, a secretary, and such other officers as the by-laws shall prescribe. The same person may fill the offices of president and treasurer or of secretary and treasurer.

§ 71. Issue of additional stock. Every corporation may, at any meeting warned and held for that purpose, empower its directors to issue shares of its unissued authorized capital stock. At the time for the filing of its next annual report after the issue of any such shares, a majority of the directors shall make and file a certificate setting forth the facts relating to such issue similar to the facts relating to the original issue of stock required by subdivisions (1) to (5), inclusive, of section 69 of this act.

§ 72. Surrender of rights before beginning business. At any time before the payment of any part of the subscriptions to capital stock and before the commencement of busi-

ness, the incorporators, and the subscribers for stock, if any, may surrender the corporate rights and franchises of any corporation by filing a certificate that no part of such subscription has been paid, that such business has not been commenced, that no debts have been incurred which are unpaid, and that they surrender all rights and franchises of such corporation. When such certificate has been examined and approved by the secretary of the state, the existence of such corporation shall terminate.

§ 73. Amendment of certificate of incorporation before commencing business. At any time before the filing of the certificate of organization the incorporators of any corporation may make such amendments, changes, and alterations in its certificate of incorporation as may be desired; provided, that the subject-matter of such changes could have been lawfully inserted in an original certificate of incorporation. No change, alteration, or amendment shall be valid, unless approved in writing by all of the subscribers, if any, to the capital stock of such corporation, nor unless a certificate, setting forth such amendments, changes, or alterations and stating that the same has been duly approved by the subscribers, if any, shall be made and filed by all of the incorporators.

§ 74. Changes in certificates of incorporation. Every corporation may change its name, the nature of its business, and its location; may increase or reduce the amount of its authorized capital stock; may create one or more classes of stock; and may make such other amendments, changes, and alterations in its certificate of incorporation as may be desired; provided, that the subject-matter of such changes, amendments, and alterations could have been lawfully inserted in an original certificate of incorporation. No such change, alteration, or amendment shall be valid unless approved by a vote of two-thirds of all of the outstanding stock of each class at a meeting of the stockholders duly called to consider such amendment, change, or alteration, nor unless a certificate, setting forth such amendments, changes, or alterations and stating that the same have been duly adopted by the stockholders, shall be made and filed by a majority of the directors.

§ 75. Similar corporations may consolidate. Any two or more corporations which are carrying on business of the same or a similar nature may merge or consolidate into a single corporation.

§ 76. Directors' agreement as to terms of consolidation. The directors of the several corporations proposing to merge or consolidate may enter into an agreement, signed by them and under the corporate seals of the respective corporations, prescribing the terms and conditions of such proposed consolidation and stating the name of the consolidated corporation, the number, names, and places of residence of its first directors, the number of shares of its capital stock and the classes thereof and the amount or par value of each share thereof, and the manner of converting the shares of capital stock of each of the old corporations into shares of the capital stock of the consolidated corporation, together with such other provisions as are required to be set forth in an original certificate of incorporation and any other provisions necessary to carry such proposed consolidation into effect.

§ 77. Stockholders to vote upon consolidation. Such agreement shall be submitted to the stockholders of each of such merging or consolidating corporations, separately, at a meeting thereof to be called for the purpose of considering the same, and twenty days' notice of the time, place, and object of such meeting shall be mailed to the last known post-office address of each of such stockholders, and such notice shall be published once in each week for three successive weeks in one or more newspapers of this state having a circulation in the towns in which such corporations are respectively located. At such stockholders' meetings, if two-thirds of all the outstanding stock of each class shall vote to approve such merger or consolidation, the facts shall be certified upon such agreement by the secretaries of the respective corporations under the seals thereof, and such agreement so adopted and certified shall be filed in the office of the secretary of the state, who shall, if the same conforms to the provisions of this chapter, indorse the same "Approved," with his name and official title; and a copy of such agreement, certificate, and approval, duly certified by the secretary

of the state under his hand and the seal of the state, shall be *prima facie* evidence of the facts set forth in such agreement and certificate and of the legal existence and organization of such consolidated corporation and that it is duly authorized to exercise all of its corporate powers.

§ 78. Rights, duties, and liabilities of consolidated corporations. Upon the completion of such consolidation, the several corporations shall become a corporation by the name provided in such agreement, and shall possess all the rights, privileges, powers, and franchises of each of the consolidating corporations; and all property, real, personal, and mixed, and all debts due to them on whatever account, shall be vested in the consolidated corporation; and all rights of creditors and all liens upon the property of either of such consolidating corporations shall be preserved unimpaired, and the respective corporations shall continue in existence so far as may be necessary to preserve the same; and all debts, liabilities, and duties of either of such consolidating corporations shall thenceforth attach to the consolidated corporation, and may be enforced against it to the same extent as if they had been incurred or contracted by it. An amount of the stock of the consolidated corporation equivalent to the amount of the stock of the merged corporations on which a franchise tax has been paid shall be exempt from taxation under section 61 of this act.

§ 79. Remedy of aggrieved stockholder. Any stockholder in any corporation consolidating as aforesaid who, at the time of such consolidation, objected thereto in writing, may, within ten days after the agreement of consolidation has been filed for record in the office of the secretary of the state, demand in writing from the consolidated corporation payment for his stock; and such corporation shall, within three months thereafter, pay him the value of his stock at the date of such consolidation. In case of disagreement as to the value thereof, such value shall be ascertained by three disinterested persons to be chosen, one by the stockholder, one by the directors of the consolidated corporation, and the third by the two thus selected, and, in case their award is not paid

within sixty days from its date, it shall become a debt of such consolidated corporation and may be collected as such. On receiving payment of the amount awarded, such stockholder shall transfer his stock to the consolidated corporation, which shall dispose of it on the best terms obtainable.

PART IV.

FOREIGN CORPORATIONS.

§ 80. Meaning of "foreign corporation." Unless otherwise expressly provided, the term "foreign corporation" shall mean every corporation not organized under the laws of this state.

§ 81. Powers and limitations. Any foreign corporation may purchase, hold, mortgage, lease, sell, and convey real and personal estate in this state for its lawful uses and purposes, and such real estate and other property as it may acquire, by way of foreclosure or otherwise, in payment of debts due such corporation; but no foreign corporation belonging to any of the classes excepted in section 62 of this act shall engage in or continue, in this state, the business authorized by its charter or the laws of the state under which it was organized, unless empowered so to do by some general or special law of this state, except for the purpose of carrying out and renewing existing contracts heretofore made.

§ 82. Charter or certificate of incorporation to be filed. Every foreign corporation, except insurance and surety companies and building and loan associations and investment companies within the provisions of section forty-one of this act, shall, before transacting business in this state, file in the office of the secretary of the state a certified copy of its charter or certificate of incorporation, together with a statement, signed and sworn to by its president, treasurer, and a majority of its directors, showing the amount of its authorized capital stock and the amount thereof which has been paid in, and, if any part of such payment has been made otherwise than in cash, such statement shall set forth the particulars thereof.

§ 83. Secretary of state to be resident attorney. Every foreign corporation with an office or place of business

in this state, except insurance companies, surety companies, and building and loan associations, shall, before doing business in this state, appoint in writing the secretary of the state and his successors in office to be its attorney, upon whom all process in any action or proceeding against it may be served; and in such writing such corporation shall agree that any process against it which is served on such secretary shall be of the same legal force and validity as if served on the corporation, and that such appointment shall continue in force as long as any liability remains outstanding against the corporation in this state. Such written appointment shall be acknowledged before some officer authorized to take acknowledgments of deeds and shall be filed in the office of said secretary, and copies certified by him shall be sufficient evidence of such appointment and agreement. Service upon said attorney shall be sufficient service upon the principal, and may be made by leaving a duly attested copy of the process with the secretary of the state or at his office.

§ 84. Duty of secretary when served with process; fee; record. When legal process against any corporation mentioned in section 83 of this act is served upon the secretary of the state, he shall immediately notify the corporation hereof by mail, and shall, within two days after such service, forward in the same manner a copy of the process served upon him to such corporation, or to any person designated by such corporation in writing. The plaintiff in the process so served shall pay said secretary at the time of such service a fee of twenty-five cents for each page of process, said fee in no case to be less than two dollars, which shall be recovered by him as part of his taxable costs if he shall prevail in the suit. Said secretary shall keep a record of all process served upon him, which shall show the day and hour when such service was made.

§ 85. Failure to file certificates and appoint attorney; penalty. Every officer of a foreign corporation transacting business in this state which fails to comply with the requirements of sections 82 and 83 of this act, and every person who transacts business in this state as the agent of such delinquent corporation, shall be fined not more than one thousand dollars; but such failure shall not affect the validity of any contract by or with such corporation. The secretary

of the state shall report such failure to the attorney-general, who shall thereupon institute proceedings against such corporation to restrain its further prosecution of business in this state.

§ 86. Certificate of increase or reduction of capital to be filed. Every foreign corporation doing business in this state shall, within thirty days after an increase or reduction of its capital stock, file in the office of the secretary of the state a certificate thereof, substantially like that required of domestic corporations organized under the corporation act of 1901 under like conditions.

§ 87. Annual reports. The president and treasurer of every foreign corporation doing business in this state, which is not required by law to make other annual returns in this state, shall, annually, on or before the fifteenth day of February or August, make, sign, and swear to and file in the office of the secretary of the state a certificate similar to the certificate required by section 37 of this act, except that such certificate need not give the name of the agent or person in charge of its principal office upon whom process against the corporation may be served. The secretary shall thereupon record such certificate in a book kept by him for that purpose and shall furnish a certified copy of such certificate to the persons filing the same, who shall forthwith cause such certified copy to be recorded in the office of the town clerk of the town in this state in which such corporation has its principal office or place of business, and said town clerk shall record the same in a book kept by him for that purpose. On the fifteenth day of March and September the town clerks of the several towns shall report to the secretary of the state the names of all corporations whose annual reports have been filed for record during the preceding six months, in accordance with the provisions of this section, and the secretary shall report to the attorney-general every six months the names of all corporations which have failed to comply with the provisions of this section, and the attorney-general shall collect all forfeitures due under this section. Every corporation whose officers shall fail to comply with the requirements of this section shall forfeit to the state one hundred dollars for each failure.

§ 88. What penalties apply to foreign corporations.

All penalties and liabilities which are imposed by the laws of this state upon officers, directors, and stockholders of domestic corporations for false and fraudulent statements and returns, shall apply to the officers, directors, and stockholders of foreign corporations doing business in this state.

PART V.

CORPORATIONS WITHOUT CAPITAL STOCK.

§ 89. Organization. Any three or more persons may associate to form a corporation without capital stock, to promote or carry out any lawful purpose, other than that of a mercantile or manufacturing business, by signing and acknowledging before any officer authorized to take acknowledgments of deeds and filing in the office of the secretary of the state a certificate stating: (1) That they do so associate: (2) the purpose or object of the corporation: (3) The town in this state in which the corporation is to be located. The person so associating may also include in said certificate any other lawful provisions for the regulation of the affairs of the corporation and the definition of its powers and the powers of its officers, directors, and incorporators. Such certificate shall be examined by the secretary of the state, and, if he shall find that it conforms to law and that the fee required by section 4814 of the general statutes to be paid at the filing of such certificate has been paid, he shall indorse thereon the word "Approved," with his name and official title, and shall thereupon cause the same to be recorded in his office. He shall then prepare a certified copy of such certificate and of his approval and deliver the same to one of the persons so associated, who shall forthwith cause such copy to be recorded in the office of the town clerk in the town where such corporation is to be located. When such certificate has been duly approved and recorded, the persons so associated, with such others as may be associated with them or become their successors in such manner as the by-laws of the corporation provide, shall be and become a body politic and corporate and shall have all the powers conferred upon corporations by section 3 of this act, and may receive property by devise or bequest and hold the same, so far as such property may be necessary or proper to

enable such corporations to carry out its purposes. A copy of the certificate filed in the office of the secretary of state and of his approval, duly certified under his hand and the seal of the state, shall be *prima facie* evidence of the facts therein set forth and of the legal existence of such corporation and of its authority to exercise its corporate powers. Such corporation may at any time amend its original certificate of incorporation by a three-fourths vote of its incorporators, their associates, and successors, at a meeting of the corporation duly called to consider such amendment, and by causing a certificate, duly attested by its president and secretary and setting forth the fact that such vote has been passed and stating the subject-matter of such amendment, to be filed, approved, and recorded in the same manner as the original certificate of incorporation.

§ 90. **By-laws; assessments; fines.** Any corporation without capital stock may make by-laws imposing fines and penalties, and may lay assessments or dues to further the objects of the corporation, either by by-laws adopted for that purpose or by vote of the members of such corporation at meetings warned and held for that purpose. No such by-law shall be adopted and no such assessment or due shall be laid except by a two-thirds vote of all the members of the corporation. No such fine, assessment, or due shall exceed the sum of twenty-five dollars. Such corporation may sue for and collect such fines and assessments and dues.

§ 91. Sections 3311 to 3398, inclusive, and 3928 to 3938, inclusive, of the general statutes, and chapter 69 of the public acts of 1903 are hereby repealed.

Approved, June 22, 1903.

Regulation and Supervision of Public Service Corporations.

§ 1. Definitions. The term "commission" when used in this act shall mean the public utilities commission hereby created and the term "commissioner" shall mean a member of said commission. The term "electric company" when used in this act shall include every corporation, company, association, joint stock association, partnership, or person, or lessee thereof, owning, leasing, maintaining, operating, managing, or controlling poles, wires, conduits, or other fixtures, along public highways or streets, for the transmission or distribution of electric current for sale for light, heat, or power within this state, or engaged in generating electricity to be so transmitted or distributed for such purpose. The term "gas company" when used in this act shall include every corporation, company, association, joint stock association, partnership, or person, or lessee thereof, owning, leasing, maintaining, operating, managing, or controlling mains, pipes, or other fixtures, in public highways or streets, for the transmission or distribution of gas for sale for light, heat, or power within this state, or engaged in the manufacture of gas to be so transmitted or distributed for such purpose. The term "plant" when used in this act shall include all real estate, buildings, tracks, pipes, mains, poles, wires, and other fixed or stationary construction and equipment, wherever located, used in the conduct of the business of the company. The term "public service company" when used in this act shall include all common carriers, railroad, street railway, electric, gas, telephone, telegraph, and water companies owning, leasing, maintaining, operating, managing, or controlling plants, or parts of plants, or equipment, and all express companies having special privileges on railroads or street railways, within this state, but shall not include towns, cities, boroughs, or any municipal corporation or department thereof, whether separately incorporated or not. The term "railroad company" when used in this act shall include every corporation, company, association, joint stock association, partnership, or person, or lessee thereof, owning, maintaining, operating, managing, or controlling any railroad, or any cars or other equipment employed thereon or in connection therewith, for public or general use within this state. The term "street railway company" when used in this act shall include every corporation, company, association, joint

1911, ch. 128.

stock association, partnership, or person, or lessee thereof, owning, maintaining, operating, managing, or controlling any street railway, or any cars or other equipment employed thereon or in connection therewith, for public or general use within this state. The term "water company" when used in this act shall include every corporation, company, association, joint stock association, partnership, or person, or lessee thereof, owning, maintaining, operating, managing, or controlling any pond, lake, reservoir, or distributing plant employed for the purpose of supplying water for general domestic use in any town, city, or borough, or portion thereof, within this state.

§ 2. Appointments and terms. There is hereby established a public utilities commission, which shall consist of three electors of this state, appointed by the general assembly upon nomination by the governor as hereinafter provided. Within fifteen days after the passage of this act the governor shall nominate three members of such commission, and shall designate the term for which each is nominated. One of said commissioners shall serve until the first day of July, 1913, one until the first day of July, 1915, and one until the first day of July, 1917, and on or before the first day of May, 1913, and biennially thereafter, the governor shall nominate and the general assembly shall appoint one member of said public utilities commission to serve for the term of six years from the first day of July next succeeding his appointment and until his successor is duly appointed and qualified. Said commissioners shall be sworn to the faithful performance of their duties.

§ 3. Vacancies, how filled. If any vacancy occurs in said commission at any time when the general assembly is not in session, the governor shall appoint a commissioner to fill such vacancy until the rising of the next session of the general assembly. All other vacancies shall be filled, for the remainder of their respective terms, in the manner provided in section two.

§ 4. Qualifications and salaries. No officer, employee, attorney, or agent of any public service company shall be a member or employee of said commission. Each member of said commission shall receive a salary of five thousand dollars per annum and his necessary expenses. Such salaries and expenses and the expenses of the commission shall be paid monthly from the treasury of the state.

§ 5. Removals. Misconduct, material neglect of duty, incompetency in the conduct of his office, or active participation in political management or campaigns by any commissioner shall constitute cause for removal. Such removal shall be made only after judgment of the superior court rendered upon written complaint of the attorney-general. The attorney-general may file such complaint in his discretion, and shall file such complaint if so directed by the governor, or if so requested in writing by one hundred electors of this state. Upon the filing of such complaint a rule to show cause shall issue to the accused, who may make any proper answer within such time as the court may limit, and shall have the right to be heard in his own defense and by witnesses and counsel. The procedure upon such complaint shall be similar to that in civil actions, but such complaint shall be privileged in order of trial, and shall be heard as soon as practicable. If, after hearing, the court shall find cause for removal, it shall render judgment to that effect, and thereupon the office of such commissioner shall become vacant; if the court shall find no cause for removal it shall dismiss the complaint.

§ 6. Office and records. The comptroller shall furnish the commission an office in the capitol, which it shall keep open during the usual business hours, and at which it shall keep all its records. The commission shall keep a record of all communications addressed to it, or to any of its members or employees, officially, of all its and their official acts and proceedings, and of all facts learned in relation to any casualty or accident, with the names of the persons from whom such facts were obtained or by whom they may be proved.

§ 7. Employees. The commission may appoint a secretary, and may employ such accountants, clerical assistants, engineers, inspectors, experts, and agents as it may require, and shall determine their compensation, but the expenditures of the commission shall not exceed the specific appropriations made, from time to time, for its use, by the general assembly. Said secretary shall give a bond to the state in such sum as the commission shall determine.

§ 8. Right of entry. Penalty. The commissioners and their employees engaged in the performance of their duties as such may, at all reasonable times, enter any premises, buildings,

cars, or other places belonging to or controlled by any public service company, and any person obstructing or in any way causing to be obstructed or hindered any member or employee of the commission in the performance of his duties as such shall be fined not more than two hundred dollars, or imprisoned not more than six months, or both.

§ 9. Examination of witnesses and documents. The commission may, in its discretion, delegate its powers, in specific cases, to one or more of its members to ascertain the facts and report thereon to the commission. The commission, or any member thereof, in the performance of its duties or in connection with any hearing, may summon and examine, under oath, such witnesses, and may direct the production of, and examine or cause to be produced and examined, such books, records, vouchers, memoranda, documents, letters, contracts, or other papers in relation to the affairs of any public service company as it may find proper, and shall have the same powers in reference thereto as are now vested in magistrates taking depositions. If any witness objects to testifying or to producing any book or paper on the ground that such testimony, book, or paper may tend to incriminate him, and the commission, or any member thereof, direct such witness to testify or to produce such book or paper, and he complies, or he be compelled so to do by order of court, he shall not be prosecuted for any matter concerning which he has so testified. The fees of witnesses summoned by the commission, or by any member thereof, to appear before it or him, under the provisions of this section, and the fees for summoning witnesses, shall be the same as in the superior court. All such fees, together with any other expenses authorized by this act the method of payment of which is not herein otherwise provided, shall, when taxed by the commission, be paid by the state, through the secretary of said commission, in the same manner as court expenses.

§ 10. Orders. All decisions, orders, and authorizations of the commission shall be in writing and shall specify the reasons therefor, shall be filed and kept in the office of the commission and recorded in a book kept by it for that purpose, and shall be public documents. Said commission may, at any time, for due cause shown, upon hearing had after due notice to all parties in interest, rescind, reverse, or alter any decision, order, or authorization by it made. Written notice of all orders,

decisions, or authorizations issued by said commission shall be given to the company or person affected thereby, by personal service upon such company or person or by registered mail, as the commission shall determine.

§ 11. Enforcement of orders. The superior court, on application of the commission or of the attorney-general, may enforce, by appropriate decree or process, any provision of this act or any proper order of the commission rendered in pursuance of any such provision.

§ 12. Transfer of powers of railroad commissioners. The office of railroad commissioner is hereby abolished, and all rights, powers, and duties heretofore vested in the railroad commissioners and not inconsistent with other provisions of this act are hereby transferred to and continued in the public utilities commission herein created; and all orders heretofore made by said railroad commissioners shall continue in force, except as hereinafter altered or until reversed or rescinded by said public utilities commission; and all books, records, and other papers of the railroad commissioners are hereby transferred to the public utilities commission.

§ 13. Duties relative to safety of public and employees. The commission shall, so far as is practicable, keep fully informed as to the condition of the plant, equipment, and manner of operation of all public service companies, in so far as the safety of the public and of the employees of such companies may be involved, and may order such reasonable repairs or alterations in such plant or equipment, or such changes in the manner of operation, as may be reasonably necessary for public safety or for the health or safety of said employees.

§ 14. Complaints as to dangerous conditions. Any person or any town, city, or borough may make complaint in writing, to the commission, of any defects in any portion of the plant or equipment of any public service company, or of the manner of operating such plant, by reason of which the public safety or the health or safety of employees is endangered; and, if he or it so requests, the name of the complainant shall not be divulged unless in the opinion of the commission the complaint is such that publicity is demanded.

§ 15. Procedure upon complaint. Upon receipt of such complaint the commission shall fix a time and place for hearing thereon, and shall give due notice thereof to all parties in interest, and shall make such further investigation into the alleged conditions as it shall deem necessary. If, upon such hearing, the commission shall find the conditions to be dangerous to public safety or to the safety of employees, it shall make such order as may be necessary to remedy the same, and shall furnish a copy of such order to the complainant, upon request. If the commission finds that the complaint is not justified, it shall so notify the complainant in writing, by registered letter, specifying the reasons for such finding, and shall file a copy of such notification in the office of the commission.

§ 16. Compliance with orders. Penalty. Every public service company shall comply, immediately, with any order of the commission made in accordance with the provisions of the preceding section, and any company failing to comply with any such order shall be fined not more than one thousand dollars for each offense, and shall be liable in double damages for any injury or damage resulting to any person from such failure.

§ 17. Companies to report accidents. Every public service company shall, in the event of any accident, attended with personal injury or involving public safety, which was or may have been connected with or due to the operation of its plant or equipment, or caused by contact with its wires, notify the commission thereof, by telephone or otherwise, as soon as may be reasonably possible after the occurrence of such accident. If said notice be given otherwise than in writing it shall be confirmed in writing within five days after the occurrence of such accident. Any company failing to comply with the provisions of this section shall be fined not more than five hundred dollars for each offense.

§ 18. Duties of commission as to accidents. The commission shall examine into the causes of, and the circumstances connected with, all fatal accidents occurring in the operation of the plant or equipment of any public service company, and such other accidents, whether resulting in personal injury or not, as, in its judgment, shall require investigation. The commission shall make a record of the causes, facts, and circum-

stances of each accident, within one month thereafter, and as a part of said record shall suggest means, if possible, whereby similar accidents may be avoided in the future. Such record shall be open to public inspection at the office of the commission and a copy thereof shall be mailed to the company affected thereby.

§ 19. Powers of commission concerning electricity and gas. The office of inspector-general of gas meters and illuminating gas is hereby abolished, and the duties heretofore invested in said officer shall hereafter be performed by the commission. The commission shall also have power to fix the standard of illuminating and heating power, purity, and quality of gas, to fix the initial efficiency of electric lamps furnished by electric companies, and to investigate and make orders regarding the pressure at which gas, and the voltage at which electricity, shall be distributed.

§ 20. Inspection of meters. Upon petition of any person, and the payment by such person of a fee of one dollar for each meter, the commission shall cause to be inspected any electric, gas, or water meter used in measuring electricity, gas, or water supplied to such petitioner. The company supplying electricity, gas, or water through such meter shall reimburse the petitioner for said fee if such meter be found to be more than two per centum fast, in the case of a gas meter, or four per centum fast, in the case of an electric or water meter, and shall not again use such meter until corrected, and approved by the commission. The commission shall cause to be approved every electric, gas, or water meter in which the error does not exceed two per centum for gas meters or four per centum for electric or water meters, and shall cause the same to be stamped with some suitable device and the date of approval.

§ 21. Establishment of through routes and transportation. If the lines of any two or more common carriers or railroad or street railway companies form, or by the construction and maintenance of a switch or other suitable connection could be made to form, a continuous line of transportation, the commission, upon hearing after due public notice, may authorize or require the establishment by such companies, at joint rates, of through routes or transportation for passengers or for

such freight or other property as the commission may designate; and the commission may, after due hearing, require any of such companies to operate, over its lines, cars or other equipment delivered by any other of such companies. If such companies cannot agree as to the division of rates or the conditions under which such through routes or transportation shall be established or such cars or other equipment operated, the commission shall have power, after due hearing, to determine and prescribe the proportionate portions of such through rates payable to each of such companies necessary to the establishment of such through routes or transportation, or to the operation of such cars or other equipment.

§ 22. Plant and equipment to be adequate. Any town, city, or borough within which, or between which and any other town, city, or borough in this state, any public service company is furnishing service, or any ten patrons of any such company, may bring a written petition to the commission alleging that the plant or equipment of such company is inadequate or unsuited to the public need. Thereupon the commission shall fix a time and place for a hearing upon such petition, and shall mail notice thereof to the parties in interest and give due public notice thereof at least one week prior to such hearing. Upon said hearing the commission may, if it finds such plant or equipment to be inadequate or unsuited to the public need, order and prescribe such plant or equipment as shall be adequate and suitable, and fix a time within which said company shall construct such plant or obtain such equipment. It shall thereupon be the duty of such company to construct such plant or obtain such equipment within the time so fixed.

§ 23. Rates and service affecting many persons. Any town, city, or borough within which, or between which and any other town, city, or borough in this state, any public service company is furnishing service, or any ten patrons of any such company, or any such company furnishing service in accordance with, or at rates prescribed by, an order of the commission, may bring a written petition to the commission alleging that the rates or charges made by such company or prescribed by the commission are unreasonable, or that the service furnished by such company is inadequate to, or the service ordered by the commission exceeds, public necessity and convenience. There-

upon the commission shall fix a time and place for a hearing upon such petition, and shall mail notice thereof to the parties in interest and give due public notice thereof at least one week prior to such hearing. Upon said hearing the commission may, if it finds such rates and charges to be unreasonable, or such service to be inadequate or excessive, determine and prescribe an adequate service to be thereafter furnished or just and reasonable maximum rates and charges to be thereafter made by such company, and such company shall thereafter furnish the service so prescribed, and shall not thereafter demand any rate or charge in excess of the maximum rate or charge so prescribed.

§ 24. Rates and service affecting a single person. If any water, gas, electric, or telephone company shall unreasonably fail or refuse to furnish adequate service at reasonable rates to any person within the territorial limits within which such company has, by its charter, authority to furnish such service, such person may bring his written petition to the commission alleging such failure or refusal. Thereupon the commission shall fix a time and place for a hearing upon such petition, and shall mail notice thereof to the parties in interest at least one week prior to such hearing. Upon said hearing the commission may, if it finds that such company has unreasonably failed or refused to furnish such person with adequate service at reasonable rates, prescribe the service to be furnished by such company to such person, and the conditions under which, and maximum rates or charges at which, such service shall be furnished. Such company shall thereafter furnish such service to such person in accordance with the conditions so prescribed, and shall not thereafter demand or collect any rate or charge for such service in excess of the maximum rate or charge so prescribed.

Formation or Alteration of Telephone Exchanges. Section twenty-four of chapter 128 of the public acts of 1911, requiring a telephone company to furnish adequate service at reasonable rates, shall be so construed as to include telephone exchange areas. Sec- 1911, ch. 266.

§ 25. Returns required from public service companies. The commission shall annually, on or before the thirtieth day of June, furnish to every public service company duplicate blanks for reports, in such form as the commission may

prescribe; provided, that such blanks for reports to be furnished by companies engaged in interstate commerce shall be in the form, if any, required by the interstate commerce commission. All reports shall be for the year ending on the thirtieth day of June. Every such company receiving such blank forms shall return one of them to the commission on or before the fifteenth day of September next following, with all questions therein fully answered. Such report shall be signed and sworn to by the president or vice-president and treasurer of the company, or by a majority of the trustees or receivers, making the same. Every company which shall refuse or neglect to make such report shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and the commission shall report such forfeiture to the state treasurer, who shall collect the same.

§ 26. Contents and correction of returns. Every public service company shall make its annual reports strictly according to the forms provided, and if it shall find it impracticable to answer all the items in detail as required it shall state in its report the reasons why such details cannot be given; but no company shall be excused from giving such details for the reason that it does not keep its accounts in such manner as will enable it to do so. When any such report seems to the commission defective or erroneous it may notify the company making the same, and require the amendment of such report within fifteen days from the time of giving such notice, under the same penalty as provided for refusing or neglecting to make such report; and the commission may examine the officers, agents, and employees, books, records, accounts, vouchers, plant, and equipment of such company, and may correct such items in such report as, upon such examination, the commission may find ought to be corrected.

§ 27. Penalty for false returns, *et cetera*. Every person who shall wilfully make any false return or report to the commission, or to any member thereof, or to any agent or any employee acting therefor, or who shall testify or affirm falsely to any material fact in any matter wherein an oath or affirmation is required or authorized, or who shall make any false entry or memorandum upon any account, book, paper, record, report, or statement of any company, or who shall wilfully destroy, mutilate, alter, or by any other means or device falsify or destroy the

record of any such account, book, paper, record, report, or statement, with the intent to mislead or deceive the commission, or any member thereof, or any agent or employee acting therefor, or who shall wilfully obstruct or hinder the commission, or any of its members, agents, or employees, in the making of any examination of the accounts, affairs, or condition of any company, and any person who, with like intent, aids or abets another in any of the acts hereinbefore set forth, shall be fined not more than five thousand dollars, or imprisoned not more than five years, or both.

§ 28. Annual reports to governor. The commission shall render, on or before the first day of December in each year, a report to the governor, stating the general conduct and financial condition of all public service companies as ascertained by the commission from the returns of the companies and examinations by the commission, together with such other facts and recommendations as, in the opinion of the commission, will increase the public safety or be for the public interest, together with its reasons for such recommendations.

§ 29. Appeals to superior court. Any company, town, city, borough, corporation, or person aggrieved by any order, authorization, or decision of the commission in any matter to which he or it was or ought to have been made a party may appeal therefrom to the superior court, within fifteen days after the filing of such order, authorization, or decision; but said commission may extend the time for the filing of such appeal for an additional period of not more than fifteen days. The party so appealing shall give bond to the state, with sufficient surety, for the benefit of the adverse party, in such sum as said commission shall fix, to pay all costs in case he or it fails to sustain such appeal.

§ 30. Venue. Said appeal shall be brought in the county in which is located the matter, or any portion thereof, concerning which such order, authorization, or decision was made, or, if such order, authorization, or decision did not pertain to any such localized matter, then such appeal shall be brought in Hartford county. No such appeal shall abate by reason of any error of venue, but such appeal may be transferred at any time, on motion of any party or by order of the court, to the proper venue. It

shall be the duty of the attorney-general to appear for and represent the commission in all proceedings had upon any such appeal.

§ 31. Procedure. Questions reviewed. Each appeal shall be brought by a complaint in writing, stating fully the reasons therefor, with a proper citation, signed by competent authority, to all parties to said proceedings having an interest adverse to the appellant, and shall be served upon such parties at least twelve days before the return day. Such appeals shall be brought to the next return day of said court after the filing of said appeal, if there be sufficient time for giving the notice provided for by this act, otherwise to the return day next but one after such filing. Said court shall hear such appeal and re-examine the question of the legality of the order, authorization, or decision appealed from, and the propriety and expediency of such order, authorization, or decision, in so far as said court may properly have cognizance of such subject, either by itself or a committee, and shall proceed thereon in the same manner as upon complaints for equitable relief; and the decision of such court, subject, however, to review on appeal to the supreme court of errors on questions of law, shall be final and conclusive upon the parties.

§ 32. Notice of appeal when parties are numerous. When the persons who should otherwise be made parties to such appeal are so numerous that it would be impracticable or unreasonably expensive to make them all parties by personal service, the court to which such appeal is taken, or, if said court is not in session, any judge of the superior court, may order notice of such appeal to be given, by some method other than by personal service, to such of the parties as said court or judge shall deem just and equitable, and notice so given shall operate to bind the interests of such parties on such appeal as fully as if personal service had been made upon said parties.

§ 33. When appeal will suspend operation of order. Every such appeal shall be a supersedeas of the order, authorization, or decision appealed from, except as otherwise provided by statute; provided, that the court to which any such appeal is brought, or, if such court is not in session, any judge of the superior court, may at any time order that such appeal shall

not so operate if, in the opinion of such court or judge, the appeal is brought for purposes of delay, or if justice, or equity, or public safety, or expediency shall so require; or such court or judge may order that such appeal shall so operate only upon compliance by the parties, or any of them, with such terms or conditions as such court or judge may determine.

§ 34. Rights and duties of trustees and receivers.

When any company shall be operated by a trustee or receiver such trustee or receiver shall have all the powers, and shall be subject to all the duties, obligations, and penalties which such company would otherwise have or to which it would be subject under the provisions of this act, except in so far as the same may be inconsistent with the rights, duties, or obligations of such trustee or receiver as an officer of the court appointing him.

§ 35. General penalty. Every corporation, its officers, agents, and employees, shall obey, observe, and comply with every order made by the commission by virtue of this act so long as the same shall remain in force. Any such corporation, or any officer, agent, or employee thereof, who fails or neglects to obey or comply with any such order, or any provision of this act for which no other penalty is prescribed, shall be fined not more than five thousand dollars for each offense. Each distinct violation of such order, or of this act, shall be a separate offense, and in case of a continued violation each day thereof shall be deemed a separate offense.

§ 36. Act not to affect labor contracts. Nothing in this act shall be construed to authorize the commission to interfere in any manner with contracts between public service companies and their employees.

§ 37. Act to be amendatory of charters. The provisions of this act shall be deemed to be amendatory of all charters of public service companies chartered by, or organized under the laws of, this state and shall repeal all powers and limitations in any such charters in so far as the same are inconsistent herewith; and all powers and privileges conferred, and all duties and obligations imposed, upon such companies by the provisions of this act are conferred or imposed upon such companies in the same manner and to the same extent as if the provisions of this act were parts of the charters of such companies.

§ 38. Repeal. All acts and parts of acts inconsistent herewith are hereby repealed.

§ 39. Act, when operative. This act shall take effect sixty days after its passage, except the provision relating to the appointment of commissioners, which provision shall take effect from the passage of this act.

Extension of Telephone Lines.

1911, ch. 276.

§ 1. Chartered telephone companies to extend lines, upon petition. Whenever any resident of any town within this state, who owns and occupies real estate within such town, and within which town any telephone company chartered by this state is now operating, or shall hereafter operate, a telephone line, located not to exceed three-fourths of one mile, measured along a highway, distant from the real estate of such resident, shall present to such company a written petition, signed by twenty residents of such town who are subscribers to the telephone service of such company, requesting an extension of the service line of such company and the installation of a specified telephone service upon his premises, and shall obligate himself, with sufficient security for the performance of such obligation, to use and pay for said service for a period of five years thereafter, such company shall, within sixty days thereafter, extend its service line and install upon the premises of such petitioner a telephone equipment similar to the equipment furnished subscribers of the same class as such petitioner, and for the same rate charged for such service, within such town.

§ 2. Petitioner may prefer complaint to superior court, when petition is not granted. If such company shall refuse or neglect to so extend its service line and install such telephone service, the petitioner may prefer his complaint to the superior court for the county within which such petitioner resides, alleging such refusal or neglect and summoning such company to appear before said court to answer the allegations of said complaint, which summons and complaint shall be served upon such company by some qualified officer at least twelve days before the day assigned therein for a hearing. If said court shall find that the cost of extending the lines of such company and in-

stalling a telephone equipment as specified in such petition is not excessive in proportion to such company's published rate charged for the class of service requested by the petitioner, said court shall order such company to extend its service line and install the equipment requested by such petitioner, and may, in its discretion, tax costs against either party, and make such orders concerning the matter as said court deems just.

Powers of the Public Utilities Commission concerning Poles and Wires. § 1. The public utilities commission shall have power, after notice to the corporations interested and public hearing, to require any public service corporation or corporations maintaining a line or lines of poles and wires in this state to change the location of such poles and wires in the public highways whenever public convenience or necessity requires such change and, in case two or more corporations are using or maintaining lines of poles or wires in the same street, to require the wires of such corporations to be strung upon one or more lines of poles to be owned and maintained by the corporations using the same as said commission shall determine. 1911, ch. 280.

§ 2. Any corporation failing to comply with any such order shall be liable to the penalties provided in section thirty-five of chapter 128 of the public acts of 1911.

Location of Electric Wires in the City of Waterbury. 1911, ch. 286. The mayor and board of aldermen of the city of Waterbury may provide by ordinance, subject to the right of appeal in the manner prescribed for street railway companies by section 3832 of the general statutes, for the placing under ground, by companies owning the same, and in streets then, or ordered to be, permanently paved, of all electric wires, except trolley and trolley feed wires, when, in the judgment of said mayor and board of aldermen, public interest requires the same to be done, and under such restrictions as said mayor and board of aldermen may prescribe. The superior court shall have jurisdiction to enforce, by mandamus, any lawful orders made under the provisions of this act, upon complaint of said mayor and board of aldermen. Whenever said mayor or board of aldermen shall deny any petition of any of such companies for permission to place its wires under ground, such company shall have the same right of appeal to the public utilities commission as is hereinbefore

prescribed, and upon such appeal said commission shall have authority to make such orders in the premises as it shall deem just.

. 911, ch. 288.

Commercial Sidetracks. § 1. The public utilities commission is empowered, on the application, in writing, of the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, to make all necessary orders concerning the laying of commercial or industrial sidetrack or sidetracks, at grade, upon or across any highway within the limits of such town, city, or borough.

§ 2. The location of all sidetracks heretofore laid across any highway at grade, under orders of the railroad commissioners made upon application of the mayor of any city, the selectmen of any town, or the warden of any borough, purporting to be authorized by section 3892 of the general statutes, is hereby validated.

§ 3. This act shall take effect from its passage.

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